



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/88522578649?pwd=BsjLufpVHbqWEh9aDv0eXAUaYWxWTm.1>

Webinar ID: 885 2257 8649

Passcode: 506857

Telephone: US: +1 669 900 6833

DATE

October 22, 2025

TIME

3:00 PM

Policy Board Members

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

Commissioner Jose Rodriguez, Chair
Commissioner Robert Poythress, Vice Chair
Commissioner Waseem Ahmed
Commissioner Robert Macaulay
Commissioner David Rogers
Commissioner Rohi Zacharia
Caltrans District 6

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

This meeting is also being conducted by teleconference at the following location:

Coast Ballroom
Wyndham San Diego Bayside
1355 N Harbor Drive
San Diego, Ca 92101

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

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.

PUBLIC COMMENT

If you are participating remotely and wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in Zoom and you will be called on by the chair during the meeting. You can also submit your comments via email to publiccomment@maderactc.org. 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 the re-connection of all members of the Board, staff, 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

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 Chairperson of their desire to address the Board when that agenda item is called.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

4-A. Current Grant Opportunities

Enclosure: No

Action: Information and Discussion Only

4-B. Authorization to apply for FY 2026-27 Sustainable Transportation Planning Grant funding to update the Short-Range Transit Plan and the Coordinated Public Transit Human Services Transportation Plan

Enclosure: No

Action: Authorize staff to proceed with the application process

4-C. Regional Climate Adaptation and Resilience Framework – Request for Proposals

Enclosure: No

Action: Authorize release of Request for Proposals for Regional Climate Adaptation and Resilience Framework

4-D. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

4-E. San Joaquin Valley Regional Policy Council Letter to Congressional Delegation on Transportation Conformity

Enclosure: Yes

Action: Information and Discussion Only

4-F. San Joaquin Valley Regional Transportation Planning Agencies Policy Council 2025 Valley Voice Meetings Summary

Enclosure: Yes

Action: Information and Discussion Only

4-G. State Legislative Outlook: Final Legislative Bill Matrix

Enclosure: Yes

Action: Information and Discussion Only

4-H. Caltrans System Investment Strategy (CSIS) Workshop: Refinements to the Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics Focus on Freight Metric

Enclosure: No

Action: Information and Discussion Only

4-I. Draft 2026 Interregional Transportation Improvement Program (ITIP)

Enclosure: Yes

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. PUBLIC HEARING: 2026-27 Unmet Transit Needs

Enclosure: Yes

Action: Receive Public Comments Regarding Unmet Transit Needs for FY 2026-27

5-B. CalVans Update

Enclosure: No

Action: Information and Discussion Only

5-C. State Route 145 Corridor Plan - Final

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6-A. Reaffirm all Actions Taken While Sitting as the Transportation Policy Committee

7. 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.

7-A. Executive Minutes – September 17, 2025

Enclosure: Yes

Action: Approve September 17, 2025, Meeting Minutes

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2025-26 Overall Work Program & Budget (OWP) – Amendment No. 2

Enclosure: Yes

Action: Approve Overall Work Program & Budget – Amendment No. 2

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. 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.

9-A. 2024 Citizens' Oversight Committee Annual Report

Enclosure: Yes

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Consider Adoption of an Ordinance Implementing and Imposing a Transaction and Use Tax to be Administered by the California Department of Tax and Fee Administration – Ordinance No. 2025-01

Enclosure: Yes

Action: Waive second reading and adopt an Ordinance of the Madera County 2006 Transportation Authority imposing a transaction and use tax to be administered by the California Department of Tax and Fee Administration by title only (Initiative Measure)

10-B. Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

12. CLOSED SESSION

NONE

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Current Grant Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Grant	Application Deadline
FY 2026-27 Sustainable Transportation Planning Grant	November 21, 2025
Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor	January 7, 2026

Current Grant Opportunities (Listed by Due Date):

[FY 2026-27 Sustainable Transportation Planning Grant](#)

The Sustainable Transportation Planning Grant Program includes:

- **Sustainable Communities Grants** to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP), Sustainable Communities Strategies (SCS), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 percent and 80 percent below 1990 levels by 2030 and 2050.
- **Strategic Partnership Grants** to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category of funds is transit-focused planning projects that address multimodal transportation deficiencies.

Application Due Date: November 21, 2025

[Federal-State Partnership for Intercity Passenger Rail Program](#)

The FSP Program provides a Federal funding opportunity to improve American passenger rail assets by funding projects that enhance safety, such as grade crossing projects on a

passenger rail route; reduce the State of Good Repair backlog; improve performance; or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved. The FSP Program recognizes that long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the national network and has funding set aside for such efforts.

Application Due Date: January 7, 2026

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-B

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Authorization to apply for FY 2026-27 Sustainable Transportation Planning Grant funding to update the Short-Range Transit Plan and the Coordinated Public Transit Human Services Transportation Plan

Enclosure: No

Action: Authorize staff to proceed with the application process

SUMMARY:

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe and reliable transportation network that serves all people and respects the environment.

There are three program sub-categories that fund projects that directly benefit the multimodal transportation system in specific ways.

1. **Sustainable Communities Competitive and Technical** grants fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS/APS (where applicable), contribute to the State's GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives.
2. **Climate Adaptation Planning** grants are specifically designed to support regional and local agencies in preparing transportation systems for the effects of climate change. This grant encourages agencies to identify vulnerabilities within their transportation networks and develop strategies to adapt to climate impacts, ensuring long-term system reliability and safety.
3. **Strategic Partnerships** are intended to fund planning projects that partner with Caltrans to address needs on or connecting to the State Highway System, while the transit sub-category will address multimodal planning projects that focus on transit.

Both the Short-Range Transit Plan and the Coordinated Public Transit Human Services Transportation Plan are set to expire in FY 26/27. Considering recent technological advancements and our transit agencies' ongoing efforts to enhance service through micro-transit initiatives, we are seeking the support of a consultant who can effectively incorporate these developments into the upcoming update of our Short-Range Transit Plan and Coordinated Public Transit Human Services Transportation Plan as necessary.

Staff are in the beginning stages of preparing the application, therefore the total funding request is still being determined; however, early estimates put the request in the range of \$200,000 to \$300,000. If awarded, MCTC will be required to fund the project with a local match, which is at minimum 11.47% of the total project cost (estimated in the range of \$26,000 to \$39,000). The local match can be all cash, all third-party in-kind contributions, or a combination of the two.

The grant application deadline is November 21, 2025.

The Sustainable Communities Competitive and Technical grant presents an opportunity for MCTC to update both expiring Plans and to more effectively reflect emerging trends or innovations in public transit. If successfully awarded, the project will advance essential planning efforts to integrate these developments into the next plan updates and ensure they align with current best practices and future mobility goals.

Link to Caltrans Sustainable Transportation Planning Grants webpage:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Regional Climate Adaptation and Resilience Framework – Request for Proposals

Enclosure: No

Action: Authorize release of Request for Proposals for Regional Climate Adaptation and Resilience Framework

SUMMARY:

MCTC staff are preparing a Request for Proposals (RFP) for a Regional Climate Adaptation and Resilience Framework for Madera County.

MCTC has been awarded a Caltrans Sustainable Transportation Planning Grant to fund the development of a Regional Climate Adaptation and Resilience Framework for Madera County. The project is aimed at enhancing the resilience of the county's transportation infrastructure to severe weather-related impacts such as wildfires, flooding, drought, and extreme heat. The project has a total budget of \$604,315, with \$535,000 in grant funds and a local match requirement of \$69,315, or 11.47% of the total project cost.

This framework will provide a regional approach to identifying and addressing the climate vulnerabilities of the county's transportation system and communities. The project will leverage the best available science to support Madera County's long-term resilience and promote sustainable and accessible transportation infrastructure. The framework will be consistent with and build upon prior and ongoing assessments and data collection efforts. Conceptual designs, cost estimates, and grant-ready packages will be developed to secure future funding for implementing practical strategies and for integration into the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS).

MCTC will hire professional consultants to carry out all major aspects of the project, with MCTC staff working alongside them to support and participate in community outreach activities. A full listing of all anticipated activities and their projected timeframe are included in the MCTC Overall Work Program. Once Caltrans issues the Notice to Proceed, MCTC staff will release the RFP.

Anticipated deliverables for this project include:

- Existing Conditions Report – September 2026
- Climate Event Interview Memorandum – September 2026
- Outreach Strategy Memorandum – March 2026
- Hazard Risk and Vulnerability Assessment Memorandum – June 2027
- Emergency Access Needs Assessment Memorandum – June 2027
- Investment and Adaptation Memorandum - June 2027
- Memorandum of Concept Design and Cost Estimates for 15 Identified Projects – June 2027
- Final Framework – April 2028

FISCAL IMPACT:

Local match cash requirement of \$69,315 over the next three years until June 30, 2028.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 9 to the 2025 FTIP on September 12, 2025. State and Federal approval is not required for this amendment. The amendment includes the following:

- Adds \$14,000 in FTA Section 5307 Funds for the Intermodal Facility Renovation project (MAD 213204), per City of Madera request.

Amendment No. 9 to the 2025 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.

September 12, 2025

Mr. Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS 82
Office of Federal Programming and Data Management
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Noe Puente

Subject: Submittal of the Madera County Amendment No. 9 (Type 1 – Administrative Modification) to the 2025 Federal Transportation Improvement Program

Dear Mr. Le:

Enclosed for your records is Amendment No. 9 (Type 1 - Administrative Modification) to the 2025 Federal Transportation Improvement Program (FTIP). Federal and State approval has been delegated to the MPO and are not required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 9 to the 2025 FTIP. The project and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2025 FTIP via Amendment No. 9.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2025 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2025 FTIP Amendment No. 9 addresses the following changes:
 - Adds \$14,000 in FTA Section 5307 Funds for the Intermodal Facility Renovation project (MAD 213204), per City of Madera request.

The financial plan confirms that, with this amendment, the 2025 FTIP remains financially constrained.

The MCTC Policy Board has delegated MPO approval of Type 1 – Administrative Amendments to its Executive Director in accordance with the revised FSTIP/FTIP Amendments and Administrative Modification Procedures dated December 18, 2019. The approved changes will not impact MCTC's financial constraint or the region's air quality conformity.

The administrative modification is described in the attachments listed below. Under this delegated authority, an administrative modification does not require Federal Highway Administration, Federal Transit Administration or Caltrans approval. This change is effective immediately, upon MCTC's approval and is reflected as an administrative modification to California's 2025 FSTIP and MCTC's 2025 FTIP as of the date of this letter.

MCTC certifies that there are no projects in this Administrative Modification No. 9 included in any other amendments that are currently open for public review. An electronic copy of the amendment will be sent via email. Amendment No. 9 to the 2025 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

If you have any questions regarding this document, please contact Jeff Findley at jeff@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

ATTACHMENT 1

PROJECT LISTING

Summary of Changes
MCTC 2025 FTIP Amendment No. 9 (Administrative Amendment, Type 1)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
Existing	MAD 213204 221-0000-00473	City of Madera; Intermodal Renovation.	COST DECREASE	CON	\$116,000	\$0	24/25	5307	(\$116,000)	\$14,000	Per City of Madera Request
			COST DECREASE	CON	\$116,000	\$0	24/25	Local	(\$116,000)		
			COST INCREASE	CON	\$0	\$130,000	25/26	5307	\$130,000		
			COST INCREASE	CON	\$0	\$116,000	25/26	Local	\$116,000		

	24/25	25/26	26/27	27/28	28/29 Out	Totals
5307	(\$116,000)	\$130,000	\$0	\$0	\$0	\$14,000
Local	(\$116,000)	\$116,000	\$0	\$0	\$0	\$0
Total	(\$232,000)	\$246,000	\$0	\$0	\$0	\$14,000

Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

Item 4-4-D.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0473	TITLE (DESCRIPTION): 5307; Intermodal Renovation (City of Madera; Intermodal Renovation.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD213204		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Reconstruction of transit structures.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor

PHONE: (559) 661-3693

EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	09/10/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	9	246,000		
1	Official	07/17/2024	JFINDLEY	Adoption -	0	232,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON			130,000						130,000
* Funding Agency:	Total:			130,000						130,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON			116,000						116,000
* Funding Agency:	Total:			116,000						116,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			246,000						246,000
	Total:			246,000						246,000

Comments:
Amendment per City of Madera request.

***** Version 2 - 09/10/2025 *****
2025 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/27/2024 *****

Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

Item 4-4-D.

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0473	TITLE (DESCRIPTION): 5307; Intermodal Renovation (City of Madera; Intermodal Renovation.)	MPO Aprv: 07/17/2024 State Aprv: 11/15/2024 Federal Aprv: 12/16/2024
CT PROJECT ID:			MPO ID.: MAD213204		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Reconstruction of transit structures.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor

PHONE: (559) 661-3693

EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	09/10/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	9	246,000		
1	Official	07/17/2024	JFINDLEY	Adoption -	0	232,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		116,000							116,000
* Funding Agency:	Total:		116,000							116,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON		116,000							116,000
* Funding Agency:	Total:		116,000							116,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		232,000							232,000
	Total:		232,000							232,000

Comments:
2025 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/27/2024 *****

ATTACHMENT 2

FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
2025 FTIP
Amendment 9
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)							
			FY 2025		FY 2026		FY 2027		FY 2028	
			Amendment		Amendment		Amendment		Amendment	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current
			No. 8	No. 9	No. 8	No. 9	No. 8	No. 9	No. 8	No. 9
LOCAL	Sales Tax		\$6,484	\$6,368	\$11,195	\$11,311	\$13,278	\$13,278	\$10,514	\$10,514
	City		\$4,672	\$4,556	\$9,557	\$9,673	\$11,588	\$11,588	\$8,413	\$8,413
	County		\$1,812	\$1,812	\$1,638	\$1,638	\$1,690	\$1,690	\$2,101	\$2,101
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds		\$105,100	\$105,100						
	County General Funds									
	City General Funds									
	Street Taxes and Developer Fees		\$105,100	\$105,100						
	RSTP Exchange funds									
	Transit									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	Other (See Appendix 2)									
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890		
	SHOPP		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890		
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program (ATP) ¹		\$395	\$395	\$2,417	\$2,417			\$6,201	\$6,201
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	1	\$9,652	\$9,652	\$614	\$614	\$5,413	\$5,413	\$4,162	\$4,162
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
FEDERAL TRANSIT	Other (See Appendix 3)				\$3,073	\$3,073	\$70,494	\$70,494		
	State Total		\$40,986	\$40,986	\$85,122	\$85,122	\$135,904	\$135,904	\$90,470	\$90,470
	5307 - Urbanized Area Formula Grants		\$3,571	\$3,455	\$3,149	\$3,279	\$3,015	\$3,015	\$3,653	\$3,653
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas		\$646	\$646	\$674	\$674	\$703	\$703	\$734	\$734
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277	\$46	\$46			\$153	\$153
	FTA Transfer from Prior FTIP									
FEDERAL HIGHWAY	Other (See Appendix 4)									
	Federal Transit Total		\$4,494	\$4,378	\$3,869	\$3,999	\$3,718	\$3,718	\$4,540	\$4,540
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,216	\$6,216	\$2,259	\$2,259	\$2,304	\$2,304	\$2,349	\$2,349
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)	3								
	Tribal Transportation Program									
	Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487
	Promoting Resilient Operations for Transformative (PROTECT)									
FEDERAL RAIL	Other (see Appendix 5)		\$33,080	\$33,080	\$50,000	\$50,000				
	Federal Highway Total		\$39,755	\$39,755	\$52,564	\$52,564	\$2,460	\$2,460	\$2,836	\$2,836
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
Federal Total			\$44,249	\$44,133	\$56,433	\$56,563	\$6,178	\$6,178	\$7,376	\$7,376
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
	Innovative Financing Total									
REVENUE TOTAL			\$196,892	\$196,660	\$156,431	\$156,677	\$167,671	\$167,671	\$108,360	\$108,360

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25
³ STBGP/RSTP Funds Exchanged for State Cash (Small MPO)

Madera County Transportation Commission
2025 FTIP
Amendment 9
(\$'s in 1,000)

Page 2 of 5

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 9
(\$'s in 1,000)

	FUNDING SOURCES	N O T E S	4 YEAR (FTIP Period)								
			FY 2025		FY 2026		FY 2027		FY 2028		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 8	Current No. 9	Prior No. 8	Current No. 9	Prior No. 8	Current No. 9	Prior No. 8	Current No. 9	
LOCAL	Local Total		\$111,584	\$111,468	\$11,195	\$11,311	\$13,278	\$13,278	\$10,514	\$10,514	\$146,571
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
	Other (See Appendix A)										
	Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹		\$395	\$395	\$2,417	\$2,417			\$6,201	\$6,201	\$9,013
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	1	\$9,652	\$9,652	\$614	\$614	\$5,413	\$5,413	\$4,162	\$4,162	\$19,841
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) ¹										
	Other (See Appendix B)				\$3,073	\$3,073	\$70,494	\$70,494			\$73,567
	State Total		\$40,986	\$40,986	\$85,122	\$85,122	\$135,904	\$135,904	\$90,470	\$90,470	\$352,482
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,571	\$3,455	\$3,149	\$3,279	\$3,015	\$3,015	\$3,653	\$3,653	\$13,402
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$646	\$646	\$674	\$674	\$703	\$703	\$734	\$734	\$2,757
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277	\$46	\$46			\$153	\$153	\$476
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
		Federal Transit Total		\$4,494	\$4,378	\$3,869	\$3,999	\$3,718	\$3,718	\$4,540	\$4,540
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,160	\$6,160	\$2,161	\$2,161	\$2,100	\$2,100	\$2,270	\$2,270	\$12,691
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487	\$1,407
	Promoting Resilient Operations for Transformative (PROTECT)										
	Other (see Appendix D)		\$33,080	\$33,080	\$50,000	\$50,000					\$83,080
	Federal Highway Total		\$39,699	\$39,699	\$52,466	\$52,466	\$2,256	\$2,256	\$2,757	\$2,757	\$97,178
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$44,193	\$44,077	\$56,335	\$56,465	\$5,974	\$5,974	\$7,297	\$7,297	\$113,813
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$196,836	\$196,604	\$156,333	\$156,579	\$167,467	\$167,467	\$108,281	\$108,281	\$628,931

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25

³ STBGP/RSTP Funds Exchanged for State Cash (Small MPO)

Template Updated: 3/5/2024

TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 9
(\$'s in 1,000)

Appendix A - Regional Other

[illegible]

Appendix B - State Other

[illegible]

Appendix C - Federal Transit Other

[illegible]

Appendix D - Federal Highway Other

[illegible]

Appendix E - Federal Railroad Administration Other

[illegible]

Appendix F - Innovative Finance Other

[illegible]

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 9
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2025		FY 2026		FY 2027		FY 2028		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 8	No. 9	No. 8	No. 9	No. 8	No. 9	No. 8	No. 9	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
	Other									
		State Total								
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Carbon Reduction Program (CRP)									
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other									
	Federal Highway Total	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-E

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

San Joaquin Valley Regional Policy Council Letter to Congressional Delegation on Transportation Conformity

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The recent revocation of California's Clean Air Act waivers results in Metropolitan Planning Organizations unable to demonstrate "transportation conformity" and therefore subject to a freeze on federally funded infrastructure projects, leveraging billions worth of state, local, and private investment.

Included in your package is a letter from the San Joaquin Valley Policy Council urging the Congressional delegation to work with the Environmental Protection Administration (EPA) and Federal Highway Administration (FHWA) to identify solutions and provide regulatory relief, potentially through the issuance of a two-year grace period to avoid risk to more than \$4.6 billion worth of infrastructure projects needed to get hard-working residents to work, families to school and commerce, and agricultural goods and other products to market.

Transportation conformity is required to amend regionally significant projects and plans, and to proceed with certain project-level conformity analyses. Currently, the San Joaquin Valley is unable to demonstrate conformity, which results in costly delays and the potential loss of funding for critical infrastructure projects seeking to proceed over the next three years.

Transportation conformity is also required to adopt Regional Transportation Plans (RTP). In the San Joaquin Valley, RTPs are set to be adopted in the Summer of 2026. Should the "conformity lockdown" continue through 2026, the San Joaquin Valley will be unable to adopt its RTPs. This would create a long-term impact where failure to demonstrate conformity results in an inability to consider any new projects, make changes to existing projects, and lead to further delays and potential loss of funding for regionally significant projects.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.

Chair
Supervisor Daron McDaniel
Merced County



Vice Chair
Supervisor Vito Chiesa
Stanislaus County

Item 4-4-E.

September 25, 2025

The Honorable Tom McClintock
United States Representative
2256 Rayburn House Office Building
45 Independence Avenue SW
Washington, DC 20515

The Honorable Vince Fong
United States Representative
243 Cannon House Office Building
27 Independence Avenue SE
Washington, DC 20515

The Honorable Josh Harder
United States Representative
209 Cannon House Office Building
27 Independence Avenue SE
Washington, DC 20515

The Honorable David Valadao
United States Representative
2465 Rayburn House Office Building
45 Independence Avenue SW
Washington, DC 20515

The Honorable Jim Costa
United States Representative
2081 Rayburn House Office Building
45 Independence Avenue SW
Washington, DC 20515

The Honorable Adam Gray
United States Representative
1230 Longworth House Office Building
15 Independence Avenue SE
Washington, DC 20515

The Honorable Jay Obernolte
United States Representative
2433 Rayburn House Office Building
45 Independence Avenue SW
Washington, DC 20515

Dear Members of the San Joaquin Valley Congressional Delegation,

We want to thank you for taking the time to meet with the San Joaquin Valley Regional Policy Council (Policy Council) in September. On behalf of our ten member agencies, the delegation appreciated having the chance to share our grave concerns about the unintended consequences of recent federal actions impacting the delivery of infrastructure projects in the region. As discussed, following the revocation of California's Clean Air Act waivers, our Metropolitan Planning Organizations are unable to demonstrate "transportation conformity" and are therefore subject to a freeze on federally funded infrastructure projects leveraging **billions** worth of state, local, and private investment. The Policy Council urges our Congressional delegation to work with the Environmental Protection Administration (EPA) and Federal Highway Administration (FHWA) to identify solutions and provide regulatory relief, potentially through the **issuance of a two-year grace period to avoid risk to more than \$4.6 billion worth of infrastructure projects** needed to get our hard-working residents to work, our families to school and commerce, and our agricultural goods and other products to market.



Valleywide Coordinator, Georgiena Vivian
(559) 259-9257



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Fresno Council
of Governments

Kern Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

San Joaquin
Council of
Governments

Stanislaus
Council of
Governments

Tulare County
Association of
Governments

San Joaquin Valley
Air Pollution
Control District

San Joaquin
Joint Powers

Metropolitan Planning Organizations (MPOs) are responsible for investing in transportation projects that optimize safety and mobility, while conforming to the applicable State Implementation Plans, which ensure that their actions do not interfere with the state’s ability to achieve and maintain air quality standards established under the federal Clean Air Act. EPA notes that “Transportation conformity is a Clean Air Act requirement that ensures that federally supported highway and transit projects are consistent with state air quality implementation plans (SIPs). Conformity helps protect public health through early consideration of the air quality impacts of transportation decisions in places where air quality does not currently meet federal National Ambient Air Quality Standards (NAAQS) or has not met them in the past.” Decades of air improvement efforts and investments under the Clean Air Act, including through transportation conformity, have provided for an 80% improvement in air quality in our Valley since 1990.

As you are aware, President Donald J. Trump signed three Congressional Review Act (CRA) Resolutions on June 12, 2025, which effectively rescinded California’s waivers to regulate emissions through certain mobile source strategies in the state. The CRA resolutions affect California’s EMFAC2021 model, the federally approved tool used to estimate future year emissions from the transportation sector – effectively making it invalid for use. This development forces the Valley into a “conformity lockdown” where Transportation Conformity cannot be demonstrated. In the absence, MPOs will be unable to perform the calculus necessary to show that federally funded projects align with the State Implementation Plan approved by EPA.

Transportation conformity is required to amend regionally significant projects and plans, and to proceed with certain project-level conformity analyses. Currently, the Valley is unable to demonstrate conformity, which results in costly delays and the potential loss of funding for critical infrastructure projects seeking to proceed over the next three years.

Transportation conformity is also required to adopt Regional Transportation Plans (RTP). In the Valley, RTPs are set to be adopted in the Summer of 2026. Should the “conformity lockdown” continue through 2026, the Valley will be unable to adopt its RTPs. This would create a long-term impact where failure to demonstrate conformity results in an inability to consider any new projects, make changes to existing projects, and lead to further delays and potential loss of funding for regionally significant projects.

Fortunately, there is past precedent for the EPA to provide a grace period for MPOs to adapt to changes. In 2011, EPA provided a two-year grace period before the Motor Vehicle Emission Simulator model (MOVES2010a) became required for regional emissions analyses for transportation conformity determinations (“regional conformity analyses”). The agency extended that grace period for an additional year thereafter.

The Policy Council asks for the Congressional delegation to work with the Administration to proactively identify a regulatory solution – or legislative solution if necessary. Absent a resolution, approximately \$2.1 billion worth of regionally significant projects are at risk between 2025-2026, while that figure will escalate to \$4.6 billion worth of infrastructure investment if an RTP is not adopted next year. Some counties are already seeing \$100 million+ projects being put on hold until a resolution is reached between state and federal partners. Progress on the Atwater-Merced Expressway in Merced County has already ceased because of these complications. We acknowledge that the project shutdown was an unintended consequence and appreciate the effort to streamline the process.

Chair
Supervisor Daron McDaniel
Merced County



Vice Chair
Supervisor Vito Chiesa
Stanislaus County

Item 4-4-E.

Simply stated, the uncertainty puts our region's economic vitality, our goods movement, our transportation systems, and our ability to create jobs at risk if this matter is not resolved in the immediate weeks or months ahead. The Valley cannot afford a failure to resolve this issue.

Thank you for your time and attention to this critical matter. We appreciate your continued partnership and look forward to working together on a solution – hopefully in the form of a two-year grace period – to address this problem and provide certainty until we have more clarity moving forward.

Sincerely,

Supervisor Daron McDaniel, Chair, San Joaquin Valley Regional Policy Council
Merced County Board of Supervisors



Valleywide Coordinator, Georgiena Vivian
(559) 259-9257



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Madera County
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Merced County
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San Joaquin
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Stanislaus
Council of
Governments

Tulare County
Association of
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Regional
Policy
Council

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STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-F

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

San Joaquin Valley Regional Transportation Planning Agencies Policy Council 2025 Valley Voice Meetings Summary

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Valley Regional Transportation Planning Agencies Policy Council traveled to Washington, D.C. for meetings on September 9-10, 2025, to advocate for regional projects and policy priorities related to transportation and infrastructure, particularly projects involving highways, transit, rail, goods movement, and emissions reductions strategies to improve air quality. Local officials met with Members of Congress and Administration officials from the U.S. Department of Transportation (DOT), and the Environmental Protection Agency (EPA).

Included in your packet is a copy of the Meetings Summary which provides an overview of takeaways and next steps discussed in each meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



Covino Smith & Simon
1155 15th Street NW, Suite 405
Washington, DC 20005

Valley Voice 2025 Summary of Meetings

U.S. Department of Transportation (DOT)

Office of the Secretary (OST)

Sabrina McNeal, Government Affairs Specialist
Jonathan "Jack" Priebe, Jr., Special Assistant

Office of Public Liaison

Grant Burdett, Special Assistant

Federal Transit Administration (FTA)

Patrick Mullane, Senior Congressional Affairs Specialist

Federal Railroad Administration (FRA)

Michael York, Government Affairs Specialist
Debbie Korbin, Government Affairs Specialist

Valley Voice delegation shared their regional projects and policy priorities with an assembly of officials representing the U.S. Department of Transportation (DOT) Office of the Secretary (OST) and the Office of the Public Liaison, the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA). The group offered insights on the need to finish State Route 99, invest in other roads, and make critical investments in freight and passenger rail projects in the region to facilitate the movement of goods and people. DOT officials provided feedback in response to the delegation.

First, FRA officials shared that competitive grant solicitations for rail programs are expected to open soon. The agency expects that Notices of Funding Opportunity (NOFOs) will return to 90-day open periods, instead of the current 60-day timeline, to give applicants sufficient time to prepare applications.

FRA subsequently issued the first NOFO for the National Railroad Partnership Program, also known as the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program. The agency is reissuing the FY 2024 FSP NOFO with additional funding for FY 2025. A [recent FRA press release dated September 22, 2025](#) states that the NOFO "includes approximately \$2.4 billion the FRA de-obligations from the California High-Speed Rail boogoggle, which will now be reinvested into successful projects, critical infrastructure upgrades, and rail safety."





FRA expects that the next round of the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program will likely be opened toward the end of the year. Regarding the Stockton Diamond Grade Separation Project, officials noted concerns about the proposed scope of the most recent CRISI grant application overlapping with the previously awarded 2020 Better Utilizing Investments to Leverage Development (BUILD) Grant. That needs to be remedied in any future applications to be submitted to DOT. FRA also suggested the group consider applying to the FSP Grant Program.

Next, FTA officials provided updates on the Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Program. FTA received more than 500 grant applications totaling \$6 billion of requested assistance. Unfortunately, the agency only has approximately \$1 billion available for awards. Grant awards are expected later this month or in early October. FTA expects that there with a strong focus on diesel-related and low-emission projects. MCAG reviewed the grant application submitted by their partners at the Yosemite Area Regional Transportation System \$3 million the FY 2025 Low or No Emission Grant Program and Grants for Buses and Bus Facilities Program for its Diesel Coach Bus Project. KingsCAG flagged the pending application from the Kings County Area Public Transit Agency seeking \$20 million through the FY 2025 Low or No Emission Grant Program and Grants for Buses and Bus Facilities Program to support its All-Fuel Transit Maintenance Facility Replacement Project.

The delegation shared projects seeking federal funding through the Safe Streets and Roads for All (SS4A) Program. Following that review, DOT officials emphasized the importance of including solid data points that clearly demonstrate the severity of conflicts at local intersections, including fatalities, injury accidents, and non-injury accidents. Announcements are expected soon.

Congressman Vince Fong

Trevor Smith, Legislative Director

The Valley Voice delegation brief the Congressman on regional priorities and projects. Congressman Fong expressed his willingness to advocate support for local SS4A grant applications submitted by KernCOG and FresnoCOG to Transportation Secretary Sean Duffy. The Congressman hopes to arrange a time for the Secretary to visit the Central Valley. Congressman Fong shared updates regarding the House Transportation and Infrastructure Committee's work on the surface transportation reauthorization. indicated he would be happy to work with other members of the San Joaquin Valley Congressional delegation to work toward a resolution on transportation conformity. Congressman Fong shared that there was a lot of bipartisan support for ensuring that Community Project Funding requests are ultimately included and funded in any emerging budget deal.

Congressman Tom McClintock

Congressman McClintock provided history on federal government spending and transportation policy. He then shared relevant updates on Fiscal Year (FY) 2026 appropriations bills and prospects





for Congress to pass a short-term continuing resolution (CR) and avoid a government shutdown. He expressed that a stopgap measure is likely the only viable path forward and voiced support for regulatory relief to help advance infrastructure projects. The Congressman indicated he would be willing to follow up with the Administration directly on any unresolved issues associated with transportation conformity.

U.S. Environmental Protection Agency (EPA)

Office of Air and Radiation

Aaron Szabo, Assistant Administrator

A dozen members of the Valley Voice delegation attended a meeting with Environmental Protection Agency (EPA) Assistant Administrator for Air and Radiation Aaron Szabo, who was recently confirmed to the position by the United States Senate. He previously served as a Senior Advisor to Administrator Lee Zeldin since January 2025. The group briefed the Assistant Administrator on State Implementation Plans (SIPs) and issues on the horizon with transportation conformity. The Associate Administrator acknowledged that it was the first time he was learning of these concerns from the region or elsewhere in California and offered to review potential solutions, contending that the Trump-Vance Administration would not intend to put critical highway infrastructure projects at risk.

Congressman Josh Harder

Ata Khan, Deputy Chief of Staff and Legislative Director

In a discussion with Executive Director Diane Nguyen, Congressman Harder referenced a recent [letter](#) sent to House Transportation and Infrastructure Committee Chair Sam Graves and Ranking Member Rick Larsen outlining his priorities for the next surface transportation reauthorization. He invited the Policy Council to share their priorities with his team and noted that his staff would send the letter to the Covino Smith & Simon team. He also highlighted the formation of the bipartisan Build America Caucus in the discussion on deregulation. Congressman Harder's Deputy Chief of Staff then sat down with the full Valley Voice delegation to review regional projects and priorities.

Senator Alex Padilla and Senator Adam Schiff

The Valley Voice delegation met with Senator Alex Padilla and Senator Adam Schiff together in the Capitol Visitors Center. The two Senators offered their insights on the Fiscal Year (FY) 2026 appropriations process and their concerns regarding the potential impoundment of Congressionally approved funding. The region's challenges with demonstrating transportation conformity following the Administration's revocation of three waivers authorized under the Clean Air Act following Congressional Review Act (CRA) disapprovals by Congress became the central topic of focus during the joint briefing. We provided updates to Senator Schiff regarding our engagement on the matter. Senator Padilla emphasized the need for bipartisan support from the House. The Senators offered to work with colleagues and the Environmental Protection Agency (EPA) on





solutions that will enable the region to continue to move forward with delivery of infrastructure projects.

Congressman Adam Gray

The Valley Voice delegation reviewed local projects and policy priorities with Congressman Gray and his staff. MCAG and MCTC shared that the agencies had pending SS4A grant applications pending within the Congressman's district. Congressman Gray shared that his primary focus is on water issues, especially in smaller communities. The Congressman is a member of the bipartisan Build America Caucus that seeks to reduce regulatory barriers at the federal level in hopes of accelerating infrastructure investment in housing, energy, and transportation systems. He expressed interest in connecting with the Abundance Elected Network.

Congressman Jim Costa

Alexa Fox, Senior Legislative Assistant

The Valley Voice delegation met with Congressman Jim Costa and Alexa Fox, Senior Legislative Assistant. Congressman Costa shared updates about the legislative agenda on Capitol Hill and progress on local transportation projects. The Valley Voice delegation shared regional projects and policy priorities. FresnoCOG highlighted the SS4A grant application. On the Clean Air Act and the issue of transportation conformity, Congressman Costa recalled the grace period provided by the EPA back in 2010-2013 and noted it was good to have that past precedent as a potential example of a solution to present to the Trump Administration. Congressman Costa would like to work with his Republican colleagues on that engagement.

Congressman David Valadao

Olivia Speno, Legislative Assistant

The group concluded their meetings with Congressman Valadao and his staff. The Congressman provided an update on the Fiscal Year (FY) 2026 appropriations process as well as the surface transportation reauthorization. He noted that his legislation, the Farm-to-Market Road Improvement Act, had been submitted to the House Transportation and Infrastructure Committee as a priority for their consideration for potential inclusion in that reauthorization legislation. KingsCAG flagged a pending request from the Kings County Area Public Transit Agency seeking \$20 million through the FTA 2025 Low or No Emission Grant Program and Grants for Buses and Bus Facilities Program to support its All-Fuel Transit Maintenance Facility Replacement Project serving the Congressman's district. The group briefed Congressman Valadao on issues of demonstrating transportation conformity with EPA and FHWA, and he agreed to work with other Members of the Congressional delegation on potential solutions.





STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-G

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Outlook: Final Legislative Bill Matrix

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed Legislative Bill Matrix.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	10/6/25 Chapter 356, Statutes of 2025	This bill, the Local Electrification Planning Act, would require each local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the subsequent adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch
AB 259 (Rubio) Open meetings: local agencies: teleconferences	7/3/25 Senate Local Government Two-year bill	This bill would extend the January 1, 2026 sunset under the Brown Act for local agencies to use teleconferencing as an option for participation until January 1, 2030, thus extending the current practice of hybrid meetings indefinitely.	Support
AB 289 (Haney) State highway work zone speed safety program	10/13/25 Chapter 684, Statutes of 2025	This bill would authorize Caltrans to establish a speed safety system pilot program for automated speed enforcement in up to 75 state highway construction or maintenance areas. The bill would require Caltrans to consult with the California Highway Patrol and other relevant stakeholders in developing the guidelines.	Support
AB 314 (Arambula) Affordable Housing and Sustainable Communities Program: project eligibility	5/23/25 Assembly Appropriations Held in Committee	This bill makes transit capital projects and transit-oriented development projects aimed at building infrastructure, increasing pedestrian access, or similar purposes near planned high-speed rail stations that meet specified criteria eligible for funding under the Affordable Housing and Sustainable Communities (AHSC) program. It also deems these projects as receiving credit for reducing greenhouse gas emissions due to proximity to high-speed rail service, irrespective of when the planned high-speed rail station is operational.	Support

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
AB 377 (Tangipa) High-Speed Rail Authority: business plan	7/30/25 Chapter 81, Statutes of 2025	This bill would require the High-Speed Rail Authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch
AB 609 (Wicks) California Environmental Quality Act: exemption: housing development projects	5/20/25 Senate Rules Two-year bill	This bill would provide a California Environmental Quality Act (CEQA) exemption for housing development projects on sites up to 20 acres, which meets specified criteria included that the site is located within an incorporated municipality or an urban area (as defined by the US Census Bureau), and the site has previously been developed with an urban use or at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. The bill also provides ventilation requirements for housing that is within 500 feet of a freeway. Elements of this bill were included in AB 130/SB 131.	Watch
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	8/29/25 Senate Appropriations Held in Committee	This bill would establish the Quick-Build Project Pilot Program to expedite development and implementation of low-cost improvements on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build improvements statewide related to the installation of signage, lane markings, and other low-cost measures to improve the safety of bicycle and pedestrian facilities on the state highway system.	Support
AB 954 (Bennett) STIP: bicycle highway pilot program	8/29/25 Senate Floor Inactive File	This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the Interregional transportation strategic plan.	Watch

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
AB 1014 (Rogers) Traffic safety: speed limits	10/3/25 Chapter 287, Statutes of 2025	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to similarly lower or keep speed limits under specific circumstances and introduces additional criteria for defining "safety corridor." It permits further reductions of 5 miles per hour for safety concerns, such as safe pedestrian crossings. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue warning citations for the first 30 days of a new lower speed limit.	Watch
AB 1207 (Irwin) Cap and Invest Reauthorization	9/19/25 Chapter 117, Statutes of 2025	This bill would extend the newly branded Cap and Invest program through 2045 and reform the use and accountability of auction credits. It would also provide greater oversight on the California Air Resources Board (CARB), requiring the agency to appear before the legislature to discuss the administration of the program.	Watch
AB 1244 (Wicks) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program	7/2/25 Senate Housing Two-year bill	This bill allows a development project that is required to mitigate transportation impacts to elect to contribute an amount, at a price per vehicle miles travelled (VMT) determined by the Office of Land Use and Climate Innovation (LCI), to the Transit Oriented Development (TOD) Implementation fund for allocation to a local infill housing development. Elements of this bill were included in AB 130/SB 131.	Watch

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
AB 1275 (Elhawary) Regional housing needs: regional transportation plan	10/10/25 Chapter 593, Statutes of 2025	This bill would require the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region with a council of government (COG) three years prior to the region's housing element update, instead of two years under existing law, and makes changes to how the transportation and job projections in a region's sustainable communities strategy (SCS) must be incorporated into each COG's final regional housing needs allocation (RHNA) plan.	Watch
AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee	3/13/25 Assembly Transportation Two-year bill	This bill would extend the operation of the Road User Technical Advisory Committee from January 1, 2027, to January 1, 2035.	Watch
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	10/13/25 Chapter 742, Statutes of 2025	This bill would remove the January 1, 2030 sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects; and expands the existing exemption to include changes to plans redesigning transit networks and for projects for micro transit, paratransit, shuttles, and ferries.	Support
SB 79 (Wiener) Local government land: public transit use: housing development: transit-oriented development	10/10/25 Chapter 512, Statutes of 2025	This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, especially train stations. This bill requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio. The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on. Currently, zero-emission trains have a CEQA exemption.	Watch

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	6/3/25 Senate Floor Inactive file	This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serves exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology. The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body. The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions	Support
SB 445 (Wiener) Transportation: planning: complete streets facilities: sustainable transportation projects	8/29/25 Assembly Appropriations Held in committee	This bill would require Caltrans to develop and adopt project intake, evaluation, and encroachment review process for complete streets. The bill would state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch
SB 512 (Perez) District elections: initiatives	10/13/25 Vetoed	This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district. The bill would also require that an initiative measure contain substantive accountability standards, including, but not limited to the inclusion of a transportation expenditure plan that specifies the purposes for which the revenues will be used, but not including any procedural requirement such as a requirement that the expenditure plan be approved by local agencies.	Watch

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
SB 545 (Cortese) High-Speed Rail: economic opportunities	8/29/25 Assembly Appropriations Held in committee	This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.	Support

SB 707 (Durazo) Open meetings: meeting and teleconference requirements	10/3/25 Chapter 327, Statutes of 2025	As amended on September 5, this bill includes, among other proposed changes, new public access and participation requirements, new exempts from certain teleconferencing requirements for subsidiary bodies and multijurisdictional bodies, extensions of exemptions from certain teleconferencing requirements for specified legislative bodies or under specific circumstances. This bill would require the translation of agendas for “eligible legislative bodies” into languages, as specified. This provision defines eligible legislative bodies based on city and county populations, and for special districts, the number of employees (1,000 or more), the number of employees (more than 200) and population (600,000 or more), population, or revenue (\$400,000,000 annually). This bill would also extend to January 1, 2030, the teleconferencing flexibility provisions allowing remote participation of an individual member of a legislative body based on “just cause” and “emergency circumstances”, and expands “just cause” to include military service. The bill would expand the requirement for a legislative body to orally report a summary of a recommendation for a final action on salaries, salary schedules, or compensation paid in the form of fringe benefits for a local agency executive to also include a department head or similar administrative officer of the local agency, This bill would allow an eligible multijurisdictional body to conduct a teleconference meeting provided that specified requirements are met, including, but not limited to, that the body has adopted, in a regular meeting, a resolution authorizing teleconferencing; a quorum of the body must participate from one or more physical locations that are open to the public and within the boundaries of the agency; the agenda identifies each member participating remotely; the member participates through both audio and visual technology; and the member must be participating at least 20 miles away from any physical meeting location. Additionally, the bill would limit the number of meetings per year a member can participate solely by teleconference based on the number of times the body meets per month. For a body meeting once per month, that limit would be two meetings per year. This section would only remain in effect until January 1, 2030. This bill would clarify that the existing authority of a legislative body to remove or limit participation of a disruptive individual also applies to members of the public participating remotely.	
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MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
SB 752 (Richardson) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	5/23/25 Senate Appropriations Held in Committee	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	Support
SB 840 (Limón, et al.) Greenhouse gases: Greenhouse Gas Reduction Fund Expenditure Plan	9/19/25 Chapter 121, Statutes of 2025	This bill would establish a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs. The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400M and \$200M, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, these programs have a ceiling, but no floor, based on available revenue.	Watch



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-H

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Caltrans System Investment Strategy (CSIS) Workshop: Refinements to the Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics Focus on Freight Metric

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) will be providing communities, partners, tribal governments, and other stakeholders with an update on the Caltrans System Investment Strategy (CSIS) **Tuesday, October 28, 2025, 10:30 a.m. to 12:00 p.m.** As committed during 2024 CSIS development and following the SB 1 Cycle 4 pilot, Caltrans has refined the CAPTI Alignment Metrics.

During the workshop, the refinements made to the freight metric will be described. This is an opportunity to have a focused discussion on this update. Caltrans is seeking participation at the webinar and feedback on the refined CAPTI Alignment Metrics.

CSIS documents are available at [Caltrans System Investment Strategy \(CSIS\)](#) (Policy document) and the Methodology document is available at Draft Refined [Caltrans System Investment Strategy \(CSIS\): CAPTI Alignment Metrics](#).

Register for the webinar [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 4-I

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Draft 2026 Interregional Transportation Improvement Program (ITIP)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) has released the Draft 2026 Interregional Transportation Improvement Program (ITIP). The California Transportation Commission (CTC) will host two hearings for the Draft 2026 ITIP on Thursday, October 30, 2025, 1:00 p.m. - 5:00 p.m. in Orange County and Friday, November 7, 2025, 9:00 a.m. - 1:00 p.m. in Suisun City. The purpose of these hearings is for Caltrans to present their proposed 2026 ITIP and provide an opportunity for stakeholders and the public to provide input on the proposed 2026 ITIP before it is finalized. If you are unable to attend in person, you may participate virtually. The attached Save the Dates includes the registration links and location information.

The Draft 2026 ITIP may be found on the [Caltrans website](#).

Additional materials will be posted prior to the hearing on [CTC's website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



California Transportation Commission

SAVE THE DATE

Draft 2026 Interregional Transportation Improvement Program Hearing - South

The California Transportation Commission will host a hearing to discuss Caltrans' Draft 2026 Interregional Transportation Improvement Program

Thursday, October 30, 2025

1:00 pm

Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

To participate virtually, please click the link below:

https://zoom.us/meeting/register/i3qY0H7ORiGMSmp_FUcM-Q

Webinar ID: 967 4701 7938

Passcode: 2026ITIP

The agenda materials will be made available prior to the workshop on the Commission's website at: <https://catc.ca.gov/meetings-events/commission-meetings-2025>



California Transportation Commission

SAVE THE DATE

Draft 2026 Interregional Transportation Improvement Program Hearing - North

The California Transportation Commission will host a hearing to discuss Caltrans' Draft 2026 Interregional Transportation Improvement Program

Friday, November 7, 2025

9:00 AM

Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

To participate virtually, please click the link below:

<https://zoom.us/meeting/register/WXHdr2PiRz6hjpSIMqUboQ>

Meeting ID: 982 5870 5536

Passcode: 2026ITIP

The agenda materials will be made available prior to the hearing on the Commission's website at: <https://catc.ca.gov/meetings-events/commission-meetings-2025>

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 5-A

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

PUBLIC HEARING: 2026-27 Unmet Transit Needs

Enclosure: Yes

Action: Receive Public Comments Regarding Unmet Transit Needs for FY 2026-27

SUMMARY:

This time is reserved for public comments related to “Unmet Transit Needs” within Madera County. For those wishing to provide comments in Spanish, an interpreter will be provided.

Under the California Transportation Development Act (TDA), this hearing is held annually by the Madera County Transportation Commission (MCTC) to receive public input on potential unmet transit needs within the region. The MCTC Policy Board must determine which transit requests are unmet needs and, if so, whether they are reasonable to meet. After all, “reasonable” needs have been met through the expansion of existing services, or the creation of new transit systems, the MCTC may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.).

The Social Services Transportation Advisory Council (SSTAC) will meet to review the comments received from this hearing, online surveys, comment forms, and community meetings/events, and will make their recommendation along with MCTC staff at the MCTC Policy Board meeting on January 21, 2026. At that time, the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2026-27, prior to approving claims of Local Transportation Funds (LTF) for street and road purposes.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.

UNMET TRANSIT NEEDS PUBLIC HEARING

WAYS TO PARTICIPATE

Wednesday, October 22, at 3:00PM

In-Person

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconference via Zoom

Webinar ID: 885 2257 8649

Passcode: 506857

Call-in number: (408) 638-0968

TAKE OUR SURVEY!

https://www.surveymonkey.com/r/UTNSurvey_MCTC



For more information:

 (559) 675-0721

 naustin@maderactc.org

The Madera County
Transportation
Commission (MCTC)
invites you to a Public
Hearing to provide your
comments on public
transportation needs in
Madera County.

If you're unable to attend the
hearing in person or via Zoom,
submit your comments in writing
to publiccomment@maderactc.org
before October 22, 2025, for
inclusion in the public record.

NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS AUDIENCIA PÚBLICA



PARA PARTICIPAR

Wednesday, October 22, at 3:00PM

Presencial

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconferencia vía Zoom

Código de Junta: 885 2257 8649

Clave: 506857

Por Teléfono: (408) 638-0968

¡TOMA NUESTRA ENCUESTA!

https://www.surveymonkey.com/r/UTNSurvey_MCTC



Para más información:

☎ (559) 675-0721

✉ evelyn@maderactc.org



La Comisión de Transporte del Condado de Madera (MCTC) le invita a una Audiencia Pública para dar sus comentarios sobre las necesidades de transporte público en el Condado de Madera.

Se anima a aquellos que no pueden participar en la audiencia a través del Zoom, o en persona, a enviar sus comentarios por escrito antes del 22 de octubre de 2025 para su inclusión en el registro público.

Puede enviar un correo electrónico a

publiccomment@maderactc.org



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 5-B

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

CalVans Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Commissioner Robert Poythress, serving as Chair of the CalVans Board of Directors, will provide a verbal report highlighting recent Board discussions, key initiatives, and actions taken by the CalVans Board.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 5-C

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

State Route 145 Corridor Plan - Final

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Caltrans District 6, System Planning, has completed the State Route (SR) 145 Corridor Plan. It has been approved and signed by the acting Deputy District Director of Transportation Planning & Local Programs and the District Director.

System Planning is Caltrans' long-range process for evaluating and improving the State Highway System (SHS), as required by California Gov. Code 65086. It supports an integrated, multimodal system aligned with Caltrans' goals of safety, equity, climate action, prosperity, and employee excellence.

Corridor planning is a multimodal approach that considers the geographic, demographic, economic, and social needs of communities. Caltrans works with planning partners to develop corridor plans that recommend strategies and improvements across various transportation systems.

State Route (SR) 145 is located in Fresno and Madera counties and is primarily a conventional two-lane highway, with some four-lane sections. It begins at the Interstate 5 (I-5) interchange in Fresno County and ends at SR 41 in Madera County. The "Beyond 20-Year Concept" envisions SR 145 as a continuous four-lane highway, preserving adequate right-of-way (ROW) for projects beyond 2045. This concept does not account for funding constraints. Caltrans District 6 System Planning staff should be consulted for interim ROW needs prior to ultimate construction. This document outlines the initial planning phase, which will guide future programming and project development. Specific improvements—such as lane configurations and access control—will be addressed during this phase.

[The Final SR 145 Corridor Plan can be viewed online by clicking here.](#)

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – September 17, 2025

Enclosure: Yes

Action: Approve September 17, 2025, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for September 17, 2025, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.

EXECUTIVE MINUTES

Date: September 17, 2025

Time: 3:00 pm

Location: Madera County Transportation Commission and
Rural County Representatives of California
400 Resort Road
Grand Sierra Ballroom
Olympic Valley, CA 96146
In person and Zoom

Members Present: Commissioner Jose Rodriguez, Chair
Commissioner Waseem Ahmed
Commissioner David Rogers
Commissioner Rohi Zacharia

Virtual Commissioner Robert Poythress
Commissioner Robert Macaulay

Members Absent: None

Policy Advisory Committee: Above Members
Shane Gunn, Caltrans District 06

MCTC Staff: Patricia Taylor, Executive Director
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Senior Regional Planner
Natalia Austin, Senior Regional Planner
Sandy Ebersole, Administrative Analyst
Samantha Saldivar, Accounting Technician



1. CALL TO ORDER by Chair Rodriguez

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 Chair of their desire to address the Board when that agenda item is called.

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

4-A. California Association of Councils of Governments (CALCOG) 2026 Regional Leadership Forum

Action: Information and Discussion Only

4-B. California Housing Law & Policy Update

Action: Information and Discussion Only

4-C. August 2025 edition of *The Commission Vision*

Action: Information and Discussion Only

4-D. Initiate FY 2026-27 Unmet Transit Needs Process

Action: Information and Discussion Only

4-E. Social Services Transportation Advisory Council Appointment

Action: Approve the Social Services Transportation Advisory Council application for appointment: Vincent Parker, to represent a Local Social Service Transportation Provider for Persons with Disabilities.



4-F. Fiscal Year 2025-26 State of Good Repair (SGR) Project List

Action: Approve Resolution 25-09, adopting the FY 2025-26 SGR project list to be submitted in the amount of \$290,091

4-G. Reallocation of Unused Fiscal Year 2017-18 and 2018-19 State of Good Repair (SGR) Funds

Action: Approve Resolution 25-10, Reallocation of Unused Fiscal Year 2017-18 and 2018-19 State of Good Repair Funds to New or Existing Projects

4-H. 2026 State Transportation Improvement Program (STIP) and 2026 Regional Transportation Improvement Program (RTIP) Update

Action: Information and Discussion Only

4-I. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – (Type 1 – Administrative Modification)

Action: Ratify

4-J. 2026 California Transportation Asset Management Plan Development (TAMP) and Performance Management 2

Action: Support State Targets

4-K. State Route 99 Comprehensive Multimodal Corridor Plan

Action: Information and Discussion Only

4-L. California Waiver Rescission and Conformity Impacts

Action: Information and Discussion Only

4-M. Caltrans FY 2026-27 Sustainable Transportation Planning Grant Application Guide and Call for Applications

Action: Information and Discussion Only

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

Transportation Consent Calendar Action on Items 4A-4M

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to approve the Transportation Consent Items 4A-4M. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS



5-A. State Legislative Outlook: General Legislative Update, and Legislative Bill Matrix

Action: Information and Discussion Only

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

5-B. 2025 Valley Voice – Washington D.C. Recap

Action: Information and Discussion Only

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

5-C. Adoption of the Addendum to the Negative Declaration for the Madera County Regional Active Transportation Plan Program

Action: Certify the Addendum to the Negative Declaration for the Madera County Regional Active Transportation Plan Program by Resolution 18-07 Amendment No. 1

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

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to Certify the Addendum to the Negative Declaration for the Madera County Regional Active Transportation Plan. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

5-D. Adoption of the 2018 Madera Active Transportation Plan (ATP) Amendment No. 1

Action: Adopt 2018 Madera Active Transportation Plan (ATP) Amendment No. 1 by Resolution Number 18-08 Amendment No.1

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

Upon motion by Commissioner Poythress, seconded by Commissioner Ahmed, to Adopt the 2018 Madera Active Transportation Amendment No. 1. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	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

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

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

7. 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.

7-A. Executive Minutes – July 23, 2025

Action: Approve July 23, 2025, Meeting Minutes

7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 25-07 Amendment No. 1, Resolution 25-08 Amendment No. 1

Action: Approve Resolution 25-07 Amendment No. 1, Resolution 25-08 Amendment No. 1

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

Administrative Consent Action on Items 7A-7B

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to approve the Administrative Consent Items 7A-7B. A vote was called, and the motion carried.



Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. 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.

9-A. Focus on the Future 2025 Conference

Action: Information and Discussion Only

9-B. HdL Newsletter – 1st Quarter 2025

Action: Information and Discussion Only

9-C. Madera County Transportation Authority (MCTA) Fiscal Year 2023-24 Audit Report

Action: Accept MCTA Fiscal Year 2023-24 Audit Report

9-D. Measure T Fund Compliance Audit Report for Fiscal Year ending June 30, 2024: County of Madera

Action: Accept Measure T Compliance Audit Report for Fiscal Year ending June 30, 2024: County of Madera

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

Administrative Consent Calendar Action on Items 9A-9D

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to approve the Administrative Consent Items 9A-9D. A vote was called, and the motion carried.



Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Public Hearing: Measure T FY 2025-26 Annual Work Program

Action: Receive comments and approve the FY 2025-26 Measure T Annual Work Program and the disbursement of interest earned through June 30, 2025

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

Administrative Action/Discussion on Item 10A

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to approve Item 10A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

10-B. Consider Adoption of an Ordinance Implementing and Imposing a Transaction and Use Tax to be Administered by the California Department of Tax and Fee Administration – Ordinance No. 2025-01

Action: Waive second reading and adopt an Ordinance of the Madera County 2006 Transportation Authority imposing a transaction and use tax to be administered by the California Department of Tax and Fee Administration by title only (Initiative Measure)

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

Administrative Action/Discussion on Item 10B

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to approve Item 10B. A vote was called, and the motion carried.



Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comment:

- Director Taylor expressed appreciation to staff for their work while she was traveling on recent MCTC trips.

11-B. Items from Caltrans

Shane Gunn, Acting Deputy Director, Caltrans District 06 provided the following comments:

- Ryan Dermody, District 09 Director, is the Acting Chief Deputy Director effective September 6th, following Mike Keever's retirement.
- The second edition of the Transportation Analysis Framework (TAF) and Transportation Analysis under CEQA (TAC) has been released by Caltrans and is available on the Caltrans SB 743 website. These updated resources reflect the latest policy direction, guidance, stakeholder input, and are designed to support consistent transportation analysis.
- Public comments are open until October 10 on the Revised Caltrans System Investment Strategy (CSIS) Climate Action Plan Infrastructure Alignment Metrics (CAPTI). The Revised CAPTI Alignment Metrics is a companion document to CSIS, which is the main policy document. CSIS applies to all state and federal discretionary grant programs that make funding available for multi-modal transportation infrastructure projects.
- FHWA announced Brigitte Mandel as the Acting Deputy Division Administrator in FHWA's California Division.
- On September 8, California State Transportation announced an open call for applicants to serve on the Interagency Equity Advisory Committee. Members of the Equity Advisory Committee review, advise and make recommendations on transportation related plans, programs and policies to the California State



Transportation Agency (CalSTA), the California Department of Transportation (Caltrans), and the California Transportation Commission (CTC). Committee members serve two-year terms, of which there are three vacancies for the 2026-2028 term. Visit the CTC Interagency Equity Advisory Committee webpage for more information.

- Caltrans will be launching its yearly cycle for the STPG program later this year. District 06 will host a guidelines workshop virtually on September 29. Caltrans will also be holding weekly “office hours” and are available for 1:1 as well. Applications tentatively due in January 2026.
- Comments on the Draft SR 99 Comprehensive Multimodal Corridor Plan (CMCP) by Caltrans partners and stakeholders closed on September 12, 2025.
- The South Madera Six Lane project is currently in the design phase, anticipated completion is October 2025. Construction is scheduled to begin summer 2026. Caltrans has selected the Madera Maintenance Station for the Zero Emission Vehicles (ZEV) charging stations as part of their greenhouse gas mitigation. TCEP funding for the right of way phases was extended to November 2026.
- The North Madera Six Lane project is currently in the environmental phase. Caltrans hosted a virtual and in-person Public Scoping Meeting in August 2025. Director Taylor attended the virtual meeting. Project Approval and Environmental Document (PA&ED) is targeting April of 2028, Ready to List (RTL) is targeting 2031.
- The Downtown Madera Capital Preventative Maintenance project is ready to list and will be advertised in fall 2025. Construction is targeted to begin January 2026.
- The SR 99/233 project was unsuccessful in securing the Local Partnership Program grant award. Caltrans has presented a scaled-back alternative aimed at reducing overall project costs. A meeting has been scheduled with the City of Chowchilla to discuss next steps and determine their preferred course of action. The Supplemental Project Report is currently on hold, awaiting the City’s decision on whether to move forward with the scaled-down alternative.
- Cottonwood Creek Bridge Replacement project Ribbon Cutting was held September 3, 2025. The speakers for the event included MCTC Chair Jose Rodriguez, MCTC Vice Chair Robert Poythress, representatives from Assemblymember David Tangipa, Congressman Adam Gray, and Senator Marie Alvarado-Gil.
- The Chowchilla Capital Preventative Maintenance project - Plans Specifications and Estimates (PS&E) and Right of Way (ROW) phases are under way and will be ready to list spring 2026.

11-C. Items from Commissioners

Commissioner made the following comment:



- Commissioner Rogers met with Ray McPadden, Acting Superintendent of Yosemite National Park, and discussed plans for an entrance and egress as well as the concept of State Route 41 being recognized as a federal lands access highway. The designation of a federal lands access highway could potentially qualify State Route 41 to apply for additional federal grant programs. Also discussed was raising the park entrance fee for foreign visitors.

Commissioner Poythress made the following comment:

- The Technical Advisory Committee for the California Road Charge program will be holding a virtual meeting on Friday, September 19. Anyone interested is invited to attend. Commissioner Poythress will be participating and will report back at the next MCTC Policy Board Meeting.

Commissioner Rodriguez made the following comment:

- Commissioner Rodriguez and Commissioner Poythress won their second basketball league game.
- Commissioner Rodriguez thanked Commissioners and MCTC staff who attended the Cottonwood Creek Ribbon Cutting September 3, 2025.
- Caltrans District 06 held a Golf Tournament in Madera, Commissioner Rodriguez attended.

Commissioner Macaulay made the following comment:

- Chief Administrative Officer Jay Varney will retire following his last Madera County Board Meeting on Tuesday, September 23, 2025. A retirement recognition event will be held on Sunday, September 21, 2025, at the Vineyard Restaurant.

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 3:50 pm.

Next meeting scheduled for Wednesday, October 22, 2025.

Respectfully Submitted,

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2025-26 Overall Work Program & Budget (OWP) – Amendment No. 2

Enclosure: Yes

Action: Approve Overall Work Program & Budget – Amendment No. 2

SUMMARY:

Included in your package is Amendment No. 2 of the FY 2025-26 Overall Work Program & Budget. The revised Budget is \$4,590,678 (a \$65,092 increase from the previously approved budget). The amendment reflects changes due to the following:

- Recognition of carryover funds due to closing out the previous fiscal year;
- Recognition of final 2025-26 Consolidated Planning Grant (CPG) allocations;
- Recognition of final 2025-26 SB-1 Sustainable Transportation Planning Grant formula allocations;
- Recognition of one employee adding health insurance;
- Recognition in change in assigned staff hours to work elements, and
- Adjustments to some of the line-items.

The amendment is recognized in the following accounts:

Revenues – (Increase \$65,092)

- FHWA PL – Increase \$57,664
- Complete Street PL – Increase \$1,479
- FHWA PL Carryover FY 24-25 – Decrease \$2,481
- FHWA PL Carryover FY 23-24 – Increase \$57,562
- FTA 5303 – Increase \$1,089
- FTA 5303 Carryover FY 24-25 – Increase \$7,023
- SB-1 Sustainable Transportation Competitive – Decrease \$5,400
- SB-1 Sustainable Transportation Formula 25-26 – Increase \$6,508

- SB-1 Sustainable Transportation Formula 24-25 – Decrease \$19,570
- SB-1 Sustainable Transportation Formula 23-24 – Decrease \$10,415
- TDA Carryover – Decrease \$27,000
- TDA Planning – Decrease \$4,009
- SB 125 Transit Funding – Increase \$6,866
- Member Assessment Fees – Decrease \$1,044
- Reserve – Decrease \$3,180

Salaries & Benefits – (Increase \$24,777)

- Salaries – Decrease \$5,500
- 401 (a) – Decrease \$825
- FICA, Employer – Decrease \$341
- Medicare – Decrease \$79
- Workers Compensation – Decrease \$22
- Health – Increase \$31,544

Indirect Costs – (No change)

Other Direct Costs – (Increase \$40,315)

- Consultant (SB-1 Planning Grant) – Decrease \$29,185
- MCTA Project Development – Decrease \$2,000
- RTP EIR – Increase \$23,000
- Technical/Modeling On-call Services – Increase \$48,500

Changes were made to all Work Elements except WE 102.1 – REAP 2.0, WE 104- Oakhurst Mobility Study, WE 107 – VTRANSFRM Study.

FISCAL IMPACT:

An increase of \$65,092 to the approved 2025-26 Overall Work Program and Budget.



OVERALL WORK PROGRAM Fiscal Year 2025-2026

Amendment No. 2, October 22, 2025

Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637
(559) 675-0721
www.maderactc.org

Work Element 101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (20-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the currently adopted 2022 RTP, staff implemented the requirements of legislation related to the Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375 and SB 743.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, include consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county. Work is ongoing for the 2026 RTP/SCS and environmental document, with adoption in Summer 2026.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation

format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure was set to expire in 2026. An extension of the Measure was perused in 2022 under the same timeline as the development of the 2022 RTP. As a result of related planning activities, a Measure T extension scenario was analyzed in the 2022 RTP development process. Madera County voters approved the Measure T extension in 2024, with its expiration set for 2047. The extension of Measure T will be used in the development of the 2026 RTP/SCS.

In fiscal year 2020/21, a consultant developed a methodology to prioritize transportation improvement projects in Madera County. The study examined all currently planned modal projects, identified new projects, and established a prioritization process for the projects. The project prioritization increased the emphasis on projects that support equitable investment in disadvantaged communities, benefited public health, and limited negative environmental impacts. The project scoring parameters of the Project Prioritization Study were considered in the 2022 RTP Update.

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff as the basis for accepting or rejecting the MPO's SB 375 GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders.

MCTC staff worked with consultants where needed through the MCTC On-Call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines in fiscal year 2021/22 and 2022/23. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC retained professional consultation services for the development of the Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in January of 2021. The Notice of Preparation process occurred in February and March of 2021. The PEIR development

coincided with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR concluded in the fall of 2022.

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consultants for assistance with Air Quality related elements of the 2022 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

MCTC staff retained a consultant in August of 2021 to assist in a variety of outreach activities related to the development of the 2022 RTP/SCS. MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee and stakeholders. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders were engaged for comments and feedback in a variety of ways. Community workshops held for the RTP and for SCS scenario development, meetings made directly with interested individuals by request, information submitted in local publications, focused community surveys distributed online or at outreach functions and informational workshops held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff focused on effective ways for interested individuals to participate online or remotely. The presence on social media for the project increased, access for online communications and meetings was bolstered, and a project website was developed for computer or mobile phone access. Several activities focused on disadvantaged communities or traditionally underrepresented populations. Translation services as well as Americans with Disabilities Act accessibility requirements were met for informational documents and materials for the project. MCTC worked with a consultant to better ensure meaningful and effective outreach occurred through the duration of the 2022 RTP/SCS update process.

The SCS submittal and subsequent review by CARB took place during the 2023/24 fiscal year. Activities in this element related to the start of development of the 2026 RTP/SCS and PEIR as well as maintenance of the 2022 RTP/SCS will be ongoing until the adoption of the 2026 RTP/SCS. MCTC staff began to collect new transportation, housing, and demographic data to update planning tools relevant to the development of the 2026 RTP.

Work is continuing on the 2026 RTP/SCS and environmental document. The 2026 RTP/SCS and environmental document will be adopted in Summer 2026.

Performance Monitoring Measures

In conjunction with MCTC's long-range transportation planning products, staff will continue to establish appropriate performance measures in order to maintain effective performance-based planning and programming.

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects.

The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP utilizes performance measures to prioritize projects for each scenario developed for the SCS. Updated information will be used in the development of the 2026 RTP/SCS. The current prioritization criteria are found in the MCTC Project Prioritization Study and are summarized here:

- Consistency with current regional and local plans and policies
- Congestion relief
- Improves air quality and reduces greenhouse gas (GHG) emissions
- Provides improved access to activity centers
- Improves safety
- Supports other modes of transportation
- Estimated project timing (more imminent projects are higher priority)
- Serves smart growth development and/or Sustainable Communities Strategy goals
- Avoids negative environmental impacts on environmental justice, minority and low-income communities, and Native American historic, cultural, and sacred sites
- Improves congested corridors or provides alternative relief to congested corridors
- Provides access to other modes of transportation
- Project is within (serves) a disadvantaged community as indicated by pollution burden
- Project is within (serves) a disadvantaged community as indicated by population characteristics

MCTC integrated Federal performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/GHG reduction/CMAQ Performance

Staff began work on the 2026 RTP/SCS and Environmental Document in the fourth quarter of FY2023/24. Staff retained consultant assistance to prepare the environmental document. The PEIR development will happen concurrently with the RTP and SCS development concluding in the Summer of 2026. The SCS for the 2026 RTP will be aided by the SCS Development Project (WE 106-F). Staff will compose the elements of the RTP with assistance from the Modeling and Technical On-Call program if deemed necessary.

The California Transportation Commission (CTC) has authorized an update to the RTP Guidelines adopted in January of 2024. MCTC will develop the 2026 RTP/SCS in accordance with these new guidelines.

In light of the newly adopted RTP Guidelines, staff will focus on activities in support of the 2026 RTP development including:

- Assessment of current modes of transportation and the potential new travel

- options for the region
- Projection of future travel and goods movement needs
- Development of actions needed to address improved mobility and accessibility
- Documentation of needed policies for transportation expenditures to address future growth patterns
- Development of transportation improvements and investments consistent with the FTIP and STIP.
- Establishing the effectiveness of transportation strategies and investments to meet performance measures.
- Ensure consistency with the California Transportation Plan and other locally or regionally developed plans that address statewide and interregional transportation issues and Needs.
- Engage in a robust public outreach and education campaign to develop consensus, and facilitate meaningful participation and cooperation with public, community organizations, local, state and federal agencies, tribal governments, and elected officials.

Caltrans developed the California Freight Mobility Plan 2023 (CFMP) guidance to help MPOs freight planning and development process. MCTC staff will rely on the CFMP to guide short and long-range planning and decision making as applicable for Madera County's multimodal freight system in the RTP.

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB 375 Compliance Evaluation Report for the 2018 RTP/SCS
- 2018 RTP/SCS Amendment 1
- Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- PEIR for the 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP as necessary
- 2022 RTP/SCS Amendment 1 and 2

Product

1. Amendments to the 2022 RTP as necessary
2. Collection of new transportation, housing, and demographic data for use in development of the 2026 RTP/SCS
3. Develop Environmental Document for the 2026 RTP/SCS
4. Develop 2026 RTP/SCS

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
101.1	Amendments to the 2022 RTP, as needed	X		Prepare amendments for the 2022 RTP/SCS as necessary	15%	July 2025 to June 2026
101.2	Collect data for the development of the 2026 RTP/SCS	X		Update planning tools with latest available data for transportation, housing, and demographics	15%	July 2025 to June 2026
101.3	2026 RTP/SCS - Environmental Document Development	X	X	Consultant to prepare PEIR for the 2026 RTP/SCS	35%	July 2025 to June 2026
101.4	2026 RTP/SCS Development	X	X	Develop 2026 RTP/SCS in accordance with 2024 RTP Guidelines: Public Outreach, Call for Projects, Existing and Future Conditions analysis	35%	July 2025 to June 2026
				Total	100%	

FTE: [.55](#)

101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant (PEIR)	98,000
MCTA			
FHWA-PL FY 23-24	57,562		
FHWA-PL FY 24-25	1,101		
FHWA-PL FY 25-26	28,096		
FTA-Section 5303			
STIP – PPM	11,241		
Other			
Subtotal	98,000	Subtotal	98,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	195,130
MCTA			
FHWA-PL FY 24-25			
FHWA-PL FY 25-26	172,749		
FTA-Section 5303			
STIP – PPM	22,381		
Other			
Subtotal	195,130		
Total:	293,130	Total:	293,130

Work Element 106.0 F- Sustainable Communities Strategy Development Fiscal Year 23-24

Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB 1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

This project will further Madera County's RTP/SCS ability to reduce the State's GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete commencing in quarter four of FY 23/24 and completion in quarter three of FY 26/27. MCTC anticipates utilizing a portion of FY 23/24 SB 1 Formula Grant, FY 24/25, and all the FY 25/26 SB 1 Formula Grant funds to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

Fiscal Year 23/24 Activities - WE 106.0

Staff will utilize MCTC's procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. *This task will continue throughout the duration of the project into FY26/27.*

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for engagement, and establish a schedule for engagement activities around important project milestones. *This task is expected to carry over into FY24/25.*

Fiscal Year 24/25 Activities - WE 106.1

Staff will work with the consultant to implement the Public Outreach Plan. *This activity is expected to carry over into FY25/26.*

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected member's inputs. *These activities are expected to carry over into FY 25/26.*

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology that will be able to comply with CARB guidelines. Available data, SCS output measurables, and the methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. *The SCS Technical Methodology development will begin in FY 24/25 and be completed in FY 25/26.*

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over into FY 25/26.

Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

Previous Work

- 2022 RTP/SCS
- Outreach Report Chapter of 2022 RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the 2022 RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the 2022 RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP/SCS as necessary

Product (Deliverable Year)

Fiscal Year 23/24

- None

Fiscal Year 24/25

- 2026 SCS Public Outreach Plan (FY24-25)

Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.0.01	Retain Consultant	X		Issue RFP, score proposals, select consultant	2%	May 2024 to July 2024 (Completed FY 24/25)
106.0.02	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	1%	July 2025 – June 2026 (Total Project May 2024 to December 2026)
106.0.03	Develop Public Outreach Plan	X	X	Develop Plan for general stakeholder and public engagement with target populations, including disadvantaged communities and Environmental Justice communities, government to government outreach with state, local and tribal governments	5%	July 2024 to September 2024 (Completed FY 24/25)

106.0.04	Establish SCS Oversight Committee		X	Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback	4%	July 2025 to June 2026 (Project total September 2024 to May 2026)
106.0.05	Conduct Outreach Activities	X	X	Conduct a variety of in-person and online outreach in accordance with MCTC Public Participation Plan, CTC RTP Guidelines and SB 375	30%	July 2025 to May 2026 (Project total September 2024 to May 2026)
106.0.06	Establish SCS Performance Measures	X	X	Develop performance measure framework by RTP Goals for System Level, Smart Mobility Framework, Health Equity and Environmental Justice and Title VI Areas	20%	December 2024 to April 2025 (Completed FY 24/25)
106.0.07	Identify GHG and VMT reduction strategies	X	X	Identify applicable strategies able to advance the SCS GHG reduction goals in all communities, specifically in Cal Enviro screen identified disadvantaged communities, especially racial minority and low-income communities	20%	July 2025 (Project total October 2024 to July 2025)
106.0.08	Establish SCS Technical Methodology		X	Document the technical methodology upon which the SCS results are calculated	10%	July 2025 to December 2025 (Project total September 2024 – December 2025)
106.0.09	Prepare and Perform Land Use Modeling		X	Refine land-use model for distribution of regional growth forecast, perform land-use model runs	4%	July 2025 to October 2025 (Project Total September 2024 – October 2025)
106.0.10	Prepare travel demand model for SCS scenario travel modeling activity		X	Review and edit traffic analysis zone, significant	4%	July 2025 to October

				roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, or other input parameters		2025(Project Total September 2024 to October 2025)
				Total	100%	

FTE: .00

106.0 F-Sustainable Communities Strategy Development FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	<u>594</u>	Consultant	<u>5,179</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	<u>4,585</u>		
Subtotal	<u>5,179</u>	Subtotal	<u>5,179</u>
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24			
Subtotal			
Total:	<u>5,179</u>	Total:	<u>5,179</u>

Work Element 106.1 F-Sustainable Communities Strategy Development Update Fiscal Year 24-25

Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB-1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

This project will further Madera County's RTP/SCS ability to reduce the State's GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete, commencing in quarter four of FY 23/24 and completion in quarter three of FY 26/27. MCTC anticipates utilizing a portion of FY 23/24 SB 1 Formula Grant, FY 24/25, and all the FY 25/26 SB 1 Formula Grant funds to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

Fiscal Year 23/24 Activities - WE 106.0

Staff will utilize MCTC's procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. *This task will continue throughout the duration of the project into FY26/27.*

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for engagement, and establish a schedule for engagement activities around important project milestones. *This task is expected to carry over into FY24/25.*

Fiscal Year 24/25 Activities - WE 106.1

Staff will work with the consultant to implement the Public Outreach Plan. *This activity is expected to carry over into FY25/26.*

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected member's inputs. *These activities are expected to carry over into FY 25/26.*

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology able to comply with CARB guidelines. Available data, SCS output measurables, and the methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. *The SCS Technical Methodology development began in FY 24/25 and be completed in FY 25/26.*

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over into FY 25/26.

Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

Previous Work

- 2022 RTP/SCS
- Outreach Report Chapter of 2022 RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the 2022 RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the 2022 RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP/SCS as necessary

Product (Deliverable Year)

Fiscal Year 24/25

- 2026 SCS Public Outreach Plan (FY24-25)

Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.1.01	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	2%	July 2025 to June 2026 (Project total May 2024 to December 2026)
106.1.02	Project Management		X	Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback	4%	July 2025 to June 2026 (Project total September 2024 to May 2026)
106.1.03	Conduct Outreach Activities	X	X	Conduct a variety of in-person and online outreach in accordance with MCTC Public Participation Plan, CTC RTP Guidelines and SB 375 engagement mandates	25%	July 2025 to May 2026 (Project total September 2024 to May 2026)

106.1.04	Prepare Public Participation Report		X	Document all communication, outreach and engagement activities in detail	5%	April 2026 to May 2026
106.1.05	Develop Performance Measure Analysis		X	Report on performance of SCS scenarios against performance measures	5%	June 2025 to January 2026
106.1.06	Analyze GHG and VMT reduction strategies		X	Develop Report on effectiveness by strategy if implemented	17%	July 2025 to January 2026 (Project total January 2025 to January 2026)
106.1.07	Establish SCS Technical Methodology		X	Document the technical methodology upon which the SCS results are calculated	10%	July 2025 to December 2025 (Project total September 2024 – December 2025)
106.1.08	Perform SCS Scenario Model Runs		X	Prepare SCS scenario modeling runs for multiple scenarios	17%	July 2025 to January 2026
106.1.09	Provide Modeling Support for Linked SCS Planning Activities	X	X	Support and prepare modeling runs for multiple scenarios for the RTP and 2027 Conformity Analysis	5%	July 2025 to January 2026
106.1.10	Finalize SCS Report	X	X	Document all aspects of the SCS development into a comprehensive report, present SCS with MCTC staff to MCTC Board or other stakeholders	10%	January 2026 to June 2026 (Project total January 2026 to August 2026)
				Total	100%	

FTE: .01

106.1 F-Sustainable Communities Strategy Development FY 24-25

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	<u>12,771</u>	Consultant	<u>111,342</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 24-25	<u>98,571</u>		
Subtotal	<u>111,342</u>	Subtotal	<u>111,342</u>
MCTC Staff:		MCTC Staff:	
LTF	<u>241</u>	Direct Wages/Benefits:	<u>2,100</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 24-25	<u>1,859</u>		
Subtotal	<u>2,100</u>		
Total:	<u>113,442</u>	Total:	<u>113,442</u>

Work Element 106.2 F-Sustainable Communities Strategy Development Update Fiscal Year 25-26

Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB 1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

Previous Work

Product (Deliverable Year)

Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.2.01	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	2%	July 2025 to June 2026 (Project total May 2024 to December 2026)
106.2.02	Finalize SCS Report	X	X	Document all aspects of the SCS development into a comprehensive report, present SCS with MCTC staff to MCTC Board or other stakeholders	15%	January 2026 to June 2026 (Project total January 2026 to August 2026)
106.2.03	Finalize SCS Submittal to ARB	X	X	Compile necessary SCS outputs, documentation and reports to submit to ARB	83%	May 2026 to June 2026 (Project total May 2026 to December 2026)
				Total	100%	

FTE: .01

106.2 F-Sustainable Communities Strategy Development FY 25-26

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	<u>22,044</u>	Consultant	<u>192,188</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 25-26	<u>170,144</u>		
Subtotal	<u>192,188</u>	Subtotal	<u>192,188</u>
MCTC Staff:		MCTC Staff:	
LTF	<u>344</u>	Direct Wages/Benefits:	<u>3,000</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 25-26	<u>2,656</u>		
Subtotal	<u>3,000</u>		
Total:	<u>195,188</u>	Total:	<u>195,188</u>

Work Element 108 C-Regional Climate Adaptation and Resilience Framework for Madera County

Objective

The Regional Climate Adaptation and Resilience Framework for Madera County will identify and prioritize transportation infrastructure improvements to address climate risks, using best practices and robust public engagement to guide near- and long-term planning and coordination across the county.

Discussion

MCTC was awarded a Caltrans Sustainable Transportation Planning Grant to conduct a Regional Climate Adaptation and Resilience Framework for Madera County over a three-year period. The Framework will be a comprehensive plan that takes a regional approach to identifying and addressing the climate vulnerabilities of the county's transportation system and its communities due to wildfires, flooding, drought, and extreme heat, using the best available climate science. This Framework will guide Madera County's long-term resilience to climate events, promoting safe, sustainable, and accessible transportation infrastructure. Building upon prior assessments and local planning documents, the Framework will align with the key objectives of the Caltrans Strategic Plan—improving safety and public health, reducing transportation disparities in underserved communities, and building a more climate-resilient transportation system. Conceptual designs, cost estimates, and grant-ready packages will be developed to secure future funding for implementing adaptation strategies and for integration into the Regional Transportation Plan/Sustainable Communities Strategy. This regional approach emphasizes cross-sector collaboration while maintaining a focus on localized needs. It will establish a process for intentional engagement with diverse stakeholders—including vulnerable communities, environmental organizations and tribal governments, assuring that identified adaptation strategies are equitable and sustainable for all within Madera County.

The ultimate deliverable will be a plan of recommended infrastructure projects and on-going outreach efforts that will serve small local communities as well as the larger Madera County region. These projects will be based on adaptation strategies prioritized based on their system resiliency benefits and community needs. Other deliverables include supporting data, maps, graphics, and public and extensive stakeholder outreach to build community connections and resource knowledge.

Project Stakeholders

This Plan will be a coordinated planning effort between various agencies and stakeholders critical to identifying needs and ultimate implementation. The MCTC Policy

Board will accept or adopt this plan. Other essential parties include Caltrans District 6 Planning, Operations and Maintenance, emergency service providers such as first responders, and local advocacy groups to ensure the specific needs of all population demographics are considered.

Overall Project Objectives

The Madera County Regional Climate Adaptation and Resilience Framework will assess climate risks to transportation systems, prioritize infrastructure improvements, and develop short- and long-term resiliency plans. It will use best practices, engage vulnerable communities, and coordinate efforts across the county to create a unified climate adaptation strategy.

The project's objectives are as follows:

- Build resiliency in our transportation system from the impacts of climate events
- Facilitate reliable and sustained access to and from high-risk and disadvantaged communities in the Madera County region during and after catastrophic events
- Protect transportation investments by identifying vulnerable roadways and support infrastructure and strategies to mitigate or respond to failure
- Improve the safety of our communities, visitors, workers, and emergency responders during and after extreme events
- Identify adaptation concepts that are appropriate for the Madera County region and that improves environmental quality, economic viability, and social equity
- Provide equitable and efficient mobility to under-resourced and disadvantaged communities
- Engage residents, including vulnerable populations, in the planning process and in creating a vision for a more climate-resilient Madera County transportation network
- Recommend infrastructure improvements and develop conceptual project plans to establish grant-ready projects for future funding
- Identify the next steps, including identification of funding sources and partnerships to pursue project implementation

Previous Work

New project

Current Work Products FY 2025-2026

1. Existing Conditions Report
2. Climate Event Interview Memorandum
3. Outreach Strategy Memorandum
4. Advisory Committee list and agenda items

Future Work Products

1. Hazard Risk and Vulnerability Assessment Memorandum
2. Emergency Access Needs Assessment Memorandum
3. Investment and Adaptation Memorandum
4. Memorandum of Concept Design and Cost Estimates for Fifteen Projects
5. Final Framework

Tasks

TASK		MCTC STAFF	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
108.1	Project Administration	X	X	Kickoff Meeting, project progress reports, quarterly invoices, DBE reporting	5%	Nov 2025 to June 2028
108.2	Consultant Procurement	X		Issue RFP, score proposals, select consultant, project work plan	2%	Dec 2025 to Feb 2026
108.3	Existing Conditions		X	Existing Conditions Report, Climate Event Interview Memo	25%	March 2026 to Sept 2026
108.4	Analysis		X	Hazard Risk and Vulnerability Assessment Memo, Emergency Access Needs Assessment Memo, Investment and Adaptation Memo, Concept Design and Cost Estimates for 15 projects, GIS data and maps	40%	July 2026 to June 2027
108.5	Public Outreach	X	X	Outreach Strategy Memo, workshop materials and agendas, project website, informational and promotional materials	15%	March 2026 to Feb 2028
108.6	Advisory Committee Meetings	X	X	Advisory Committee member list, agendas, handouts, minutes	3%	Bi-monthly throughout the project period March 2026 to March 2028

108.7	Draft and Final Plan		X	Administrative Draft, Draft, Comment Log, Final Plan	8%	October 2027 to April 2028
108.8	MCTC Board Review and Adoption/Acceptance	X	X	Presentation materials, Acceptance/Adoption documentation	2%	March 2028 to April 2028
				Total	100%	

FTE: .04

108 C-Regional Climate Adaptation and Resilience Framework for Madera County

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	21,219	Consultant	185,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Competitive)	163,781		
Subtotal	185,000	Subtotal	185,000
MCTC Staff:		MCTC Staff:	
LTF	1,376	Direct Wages/Benefits:	12,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Competitive)	10,624		
Subtotal	12,000		
Total:	197,000	Total:	197,000

For informational purposes, MCTC was awarded \$535,000 with a \$69,315 Local Cash Match. The estimated total project cost is \$604,315. The Work Element will continue to be included through the completion of the project through FY 2027-2028.

Work Element 201 Transit

Objective

The goal is to maintain an ongoing public transportation planning process in accordance with the requirements of key Assembly and Senate Bills that shape transit planning: the Alquist-Ingalls Act (AB 402, 1977), which focuses on the development and maintenance of public transit infrastructure; the Social Service Improvement Act (AB 120, 1979), which ensures transportation services meet the needs of low-income and underserved populations; the Mello Act (SB 157, 1985), which emphasizes the need to provide safe, accessible, and efficient transportation for persons with disabilities; the Social Service Transportation Act (SB 498, 1987), which aims to improve coordination of transportation services for older adults and persons with disabilities; and the Specialized Transportation Services: Unmet Transit Needs Act (SB 826, 1988 and SB 807, 1989), which requires the identification and addressing of unmet transit needs in rural and low-density areas.

MCTC's planning process also integrates the objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI), including enhancing transportation system resiliency, advancing transportation equity by ensuring inclusive access to transit, improving transit, rail, and shared mobility options, and expanding access to safe and convenient active transportation alternatives such as biking and walking. These objectives will ensure that public transportation planning not only meets legislative requirements but also supports sustainable, equitable, and resilient transit systems.

Discussion

Planning to meet the transportation needs of residents of Madera County is a continuing program of MCTC. MCTC helps agencies within the Madera County region to align their transit projects with regional goals, ensure compliance with federal and state regulations, and to prioritize investments based on community needs. MCTC facilitates collaboration among different stakeholders, including the County of Madera, City of Madera, City of Chowchilla, the State of California, and Tribal Governments to align with the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety, and sustainable communities in our region. MCTC staff will continue to collaborate with Caltrans on future transit-related projects, including the Caltrans District 6 Transit Plan.

MCTC staff meets on a quarterly basis to coordinate with all transit agencies in the Madera County region, including the City of Madera, County of Madera, the City of Chowchilla, and Yosemite Area Regional Transportation System (YARTS), on local and regional transit issues.

MCTC staff also works closely with the City of Madera Transit Advisory Board (TAB) and

monitors transit issues in the City of Madera. The TAB is composed of appointed members of the public from each city council district.

MCTC staff develops and maintains key transit planning documents to ensure effective coordination and to enhance the resiliency of the region's transportation system. As part of this process, MCTC updated and adopted the Coordinated Public Transit-Human Services Transportation Plan on October 19, 2022. To guide this effort, MCTC formed the Coordinated Plan Oversight Committee, which included the Social Services Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members. This committee worked to review and update strategies, incorporating diverse input to advance transportation equity.

In addition, MCTC staff oversees the Short-Range Transit Plan (SRTP), a five-year document completed in 2021-22 and valid through 2026-27. The SRTP addresses state, federal, and local requirements, providing a roadmap for improving public transit services in Madera County. It evaluates current operations, reviews progress, and outlines future strategies to enhance access to rail, transit, shared mobility, and active transportation options. The SRTP also includes realistic operating and capital projections based on the performance of existing systems over the next five years.

MCTC staff participated in the development of the City of Madera's Transit Plan Study. The City of Madera transit plan services assessment goal is to evaluate the City's transit system and devise operational and policy changes to formulate a Madera Transit Plan that will improve the system. The goals of this study include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region, improve the efficiencies of the system's operations, and lay out a plan for future policy or operational changes. MCTC staff will continue to participate in the development of this plan and future plans as requested.

To help raise awareness, improve public engagement, and to communicate available local transit resources to the community, MCTC staff regularly post information related to public transportation on MCTC's website and social media pages.

Through listening sessions, public meetings/workshops, data collection, or other means, MCTC staff regularly assesses transit needs related to non-social services travel and farmworker transportation and makes recommendations for enhanced service efficiency, equity, and sustainability.

MCTC staff also encourage transit operators to update their emergency preparedness plans and to conduct frequent emergency drills and exercises for the safety and security of the transportation system. Performance management is an area of emphasis determined by the FHWA California Division and FTA Region IX.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program

administered by the Bureau of Indian Affairs. The NFRTP also serves target populations of older adults, persons with disabilities, and persons with low-income, to access medical and other essential services.

These tasks together will support regional planning goals by enhancing transportation system coordination, efficiency, and intermodal connectivity to keep people and goods moving.

Previous Work

1. Transit Plans.
2. 2022 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
7. Public Transportation Safety Plan Targets (PTASP) coordination.
8. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Documentation of tribal government-to-government relations.
3. Update transit operator agreements.
4. Agendas for regular meetings.
5. Memorandums and research reports.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
201.1	Transit Service Inventory	x		GIS layers, GIS maps, written documentation, spreadsheets	20%	July 2025 to June 2026 (Ongoing)
201.2	Monitor information for RTP Update	x		GIS layers, GIS Maps, written documentation, spreadsheets	25%	July 2025 to June 2026 (Ongoing)
201.3	Review and update transit operator agreements	x		Revised and updated transit operator agreements	5%	July 2025 to June 2026(As Needed)
201.4	Consult, coordinate, and collaborate with tribal governments and	x		Workshops, listening sessions, attendance at meetings, participation in	10%	July 2025 to June 2026(Quarte

	farmworker transportation groups			community events, verbal and written communication		riy)
201.5	Consult, coordinate, and collaborate with Environmental Justice communities and Disadvantaged Communities	x		Workshops, attendance at meetings, participation in community events, verbal and written communication	10%	July 2025 to June 2026 (Quarterly)
201.6	Participate on City of Madera's Transit Advisory Board. Review and provide guidance on the agency's planning documents, agreements, and activities	x		Attendance at quarterly meetings verbal and written communication, agendas	10%	July 2025 to June 2026 (Quarterly)
201.7	Coordinate with transit agencies to update safety performance targets in their Public Transportation Agency Safety Plans	x		Attendance at meetings, verbal and written communication, updated performance targets	10%	July 2025 to June 2026 (As Needed)
201.8	Coordinate and consult with local transit agencies and operators, (including rail and vanpool) regarding transit policy, funding, and new technologies	x		Attendance at meetings, verbal and written communication, agendas, reports, and memos	10%	July 2025 to June 2026 (Monthly)
				Total	100%	

FTE: .25

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	11,244	Direct Wages/Benefits plus Indirect:	98,032
MCTA			
FHWA-PL			
FTA-Section 5303 FY 24-25	16,523		
FTA-Section 5303 FY 25-26	70,265		
STIP – PPM			
Other			
Subtotal	98,032		
Total:	98,032	Total:	98,032

Work Element 202 Rail

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for rail modes consistent with the principles of livable communities. To incorporate CAPTI objectives, such as improving transit, rail, and shared mobility options and encouraging efficient land use.

Discussion

MCTC monitors local, State and Federal requirements impacting local plans for the rail transportation modes. The information developed is documented in staff reports and included in the Regional Transportation Plan for action.

MCTC has taken many steps in RTP development to ensure safety and capacity issues are addressed with all modes through better planning and design and using Travel Demand Management approaches to system planning and operations. As a result of these activities, MCTC has met livability/sustainability Planning Emphasis Area objectives.

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the "wye-connection" between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield), MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 CHSRA Business Plan funded the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High-Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High-Speed Rail in Madera. The long-term vision is to encourage efficient land use in the immediate vicinity of the new station and Madera Community College.

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single

Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor Express (ACE) and the intercity Amtrak San Joaquins service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023-2024 fiscal year.

The "Intercity Passenger Rail Act of 2012" (AB 1779) was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJP) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJJP Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

The San Joaquin Valley Rail Committee (SJVRC) acts as a technical advisory group to the SJJP Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJJP Board altered the nature of the SJVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. MCTC staff assisted the SJJP in finding new Madera County representatives for the SJVRC and is committed to assisting these volunteers in the new role in any way possible.

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

On April 26, 2018, California State Transportation Agency announced that the SJJP and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation.

In 2020, the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction, relocation and opening of the station was expected to occur within the next four years.

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and the complete buildout of the new station is estimated to be completed in 2026. SJJP anticipates additional funding needs to

complete the HST platform and intends to pursue State and Federal programs. The HST is expected to begin service in the San Joaquin Valley by 2030.

On April 4, 2022, Caltrans, Division of Transportation Planning announced Madera County was awarded a Sustainable Transportation Planning Grant. Madera County was awarded \$450,000 for the Madera Station Relocation Transit Area Specific Plan Project.

On March 24, 2023, the San Joaquin Joint Powers Authority approved an agreement for project development services and an agreement for preliminary engineering services for \$433,800 and \$514,800 respectively. The SJJPA also intends to seek \$1.2 million in State Rail Assistance Funding for the project.

Madera County will lead the project in partnership with the City of Madera, Madera County Transportation Commission, San Joaquin Joint Powers Authority (SJJPA), California High Speed Rail Authority (CHSRA), and Caltrans. This effort will guide the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development, and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.

On October 15, 2023, California Transportation Commission released the Draft 2024 Interregional Transportation Improvement Program (ITIP). In the Draft ITIP, \$80 million was identified for the Madera High Speed Rail Station. CTC is expected to take final action on the 2024 State Transportation Improvement Program in March of 2024.

On November 29, 2023, the MCTC board took action to approve the allocation of \$12.86 million from the region's SB 125 funding allotment. This funding builds upon and supports the 2018 TIRCP grant funding already in place to support the Madera Station project. This action followed action by the SJJPA Board to approve staff to request a minimum of \$8 million from MCTC through the SB 125 funding program on November 17, 2023.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Member of the Madera County High Speed Rail Technical Working Group.
3. Incorporated livability/sustainability PEA principles in RTP development.

Product

1. Updated information on rail planning for inclusion in the updates of the RTP.
2. Staff reports on rail issues.
3. Minutes from the San Joaquin Joint Powers Authority and San Joaquin Valley Rail Committee meetings.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
202.1	Review planning issues related to rail	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems. Incorporate findings into the RTP/SCS where applicable	15%	July 2025 to June 2026
202.2	Provide staff analysis of available funding resources for rail planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	10%	July 2025 to June 2026
202.3	Participate in meetings/workshops related to rail	X		Participate in reoccurring meetings and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	15%	July 2025 to June 2026
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	X		Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed.	20%	July 2025 to June 2026
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project	X		Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan	20%	July 2025 to June 2026
	Participate in the SJV Planning Director's Committee Passenger Rail/Transit/Land Use Working Group	X		Participate in bi-monthly meetings, contribute to the development of the San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan	20%	July 2025 to June 2026
				Total	100%	

FTE: .09

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	<u>37,020</u>	Direct Wages/Benefits plus Indirect:	<u>37,020</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>37,020</u>		
Total:	<u>37,020</u>	Total:	<u>37,020</u>

Work Element 301 Active Transportation and Complete Streets Planning – CS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options.

Discussion

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs, including complete streets, consistent with the principles of livable communities that increase safe and accessible options for multiple travel modes for people of all ages and abilities.

The Madera County Bicycle and Pedestrian Facilities Plan was updated in 2004 and recommendations from the Plan were incorporated into the 2014 RTP. Continuing staff support to local agencies in the implementation of the Bicycle and Pedestrian Facilities Plan was provided.

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide was also adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

Under the new Federal transportation bill, 2.5% of Federal planning funds were set aside to help address complete street activities. This work element addresses this requirement and uses these set aside funds to help with eligible complete street activities.

MCTC partnered with the City of Madera and the Technology Transfer Program at University of California, Berkeley's Institute of Transportation Studies in 2015 to conduct a Pedestrian Safety Assessment at various locations within the City of Madera.

Caltrans District 6 worked with the Headquarters Smart Mobility and Active Transportation

Branch in developing the California Active Transportation Plan (CAT).

Each District developed a CAT Plan. District 6 developed communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement was conducted throughout the development of the plan using map-based tools. There was a specific focus on engagement with disadvantaged communities.

Work done during CAT Plan development to engage disadvantaged communities and develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents will continue in the future.

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2022 RTP.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.
9. Continued to meet with local agencies to discuss active transportation projects
10. Notified local agencies about active transportation and related meetings and workshops.
11. Updated the 2018 ATP and Complete Streets Policy Guide in 2024.

Product

1. Prepare staff reports on non-motorized issues, including complete streets.
2. Continue collaboration with Federal, State and Local agencies regarding complete streets, bicycle, and pedestrian facilities.
3. Work with Local agencies to encourage the inclusion of complete streets, bicycle, and pedestrian facilities in their planning processes.
4. Support and encourage Local agencies to seek funding for complete streets, bicycle, and pedestrian facility projects.
5. Review existing MCTC Active Transportation Plan and Complete Streets Policy and update as necessary.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
301.1	Review Planning issues related to bicycle and pedestrian facilities	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the region's multi-modal systems, including complete streets	25%	July 2025 to June 2026 (As Needed)
301.2	Provide staff analysis of available funding resources for non-motorized planning projects	X		Analyze and share information for new and existing resources able to support the region's multi-modal systems, including complete streets	20%	July 2025 to June 2026 (Ongoing)
301.3	Participate in meetings/workshops related to complete streets, bicycle and pedestrian facilities	X		Participate in meetings and workshops hosted by Federal, State, and Local partners related to multi-modal transportation, including complete streets.	20%	July 2025 to June 2026 (Estimated number of meetings could be twice monthly)
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments	X		Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies. Update the ATP webpage as needed	35%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .21

301 Active Transportation Planning – CS

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>77,000</u>
MCTA			
FHWA-PL	<u>49,189</u>		
Complete Streets-PL	<u>21,438</u>		
FTA-Section 5303			
STIP – PPM (Match)	<u>6,373</u>		
Other			
Subtotal	<u>77,000</u>		
Total:	<u>77,000</u>	Total:	<u>77,000</u>

Work Element 401 Highways, Corridors, and Routes of Regional Significance

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

Discussion

The San Joaquin Valley Regional Planning Agencies' Directors' Committee commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and to compete for goods movement funding, the valley needed a Goods Movement Action Plan that was similar in nature to the Route 99 Business Plan. The Goods Movement Action Plan identifies the priorities and the necessity of goods movement projects in the valley. In Madera County, there is particular interest in the State Route 99, State Route 152, State Route 145, State Route 233, and State Route 41 Corridors for economic development and goods movement primarily from farm to market.

State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to projects needed, but there is an additional \$5 Billion plus in projects remaining to be funded. The next objective is to develop a Financial Plan for the remaining projects that need to be funded.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time but will re-evaluate in the future.

San Joaquin Valley Interregional Goods Movement Plan

The San Joaquin Valley Interregional Goods Movement Plan was completed in August of 2013. It identifies the future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy.

The planning effort involved numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry, and others. The product of this joint study is a San Joaquin Valley Policy Council planning document. Results of the Plan were included in the 2014 RTP.

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) built upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

This study was funded through a 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program for continued evaluation and refinement of the San Joaquin Valley goods movement system.

San Joaquin Valley I-5 Goods Movement Plan

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the USDOT National Primary Freight Network and vital to Valley's economy. This study was completed in June 2016.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged in this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. A demonstration project for truck platooning was planned for spring of 2017 but got cancelled by the truck platooning vendor.

Study of Short-Haul Rail Intermodal Facilities in the San Joaquin Valley

A major outcome of the San Joaquin Valley Regional Goods Movement Action Plan 2007 was the proposal of a rail corridor system extending from the Port of Oakland to the Tehachapi Pass and connecting to points east of south of the San Joaquin Valley.

The rail corridor system will allow goods currently being trucked through the Valley to be “diverted” to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all these factors. Cambridge Systematics has been retained to conduct an analysis of Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

MCTC joined with Fresno COG, Madera County, Fresno County, and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study provided a comprehensive understanding of transportation movements and subsequent effects between Fresno and Madera Counties. The joint study consisted of two parts. Part one was an analysis of origin and destination traffic movements between the two counties. Part two provided an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts, while improving the regional planning agencies' abilities to implement their Sustainable Communities Strategies. Phase One of the study was completed in the fall of 2016. Phase Two was completed in the summer of 2017.

MCTC also maintains an active street and highways planning process which is used to identify and document the need for new facilities and expansion of existing facilities to accommodate projected regional growth. Future needs are evaluated relative to projections of available financial resources and fundable projects are advanced to the Regional Transportation Plan and the Regional Transportation Improvement Program.

Included in this work element is staff participation in corridor studies, project level traffic studies, review of agency general plan updates, and review of local agency circulation elements for adequacy to meet projected needs. Streets and highways is a major focus of the Regional Transportation Plan (RTP). Passage of Measure "T" provides a needed infusion of funding into the local program. Generally, staff efforts will be directed towards the identification of safety and congestion problems to establish priorities for future project funding. Additionally, opportunities for implementation of Intelligent Transportation Systems [to solve](#) problems will be explored.

Funding of transportation infrastructure is a critical need. Staff will work to develop tools necessary to identify costs of improvements needed to accommodate projected regional growth and to assign benefits by geographic area. Staff will also continue efforts to identify and maximize external funding sources to support transportation improvements within Madera County.

State Route 99 Comprehensive Multimodal Corridor Plan

A multi-District effort (Districts 3, 6, and 10) has been underway since late 2019 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP will develop a shared vision and implementation plan for

the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP will revise the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. The contract execution commenced in 2023. MCTC staff have thus far participated with other State and regional stakeholders in initial project meetings and shared-lane workshops. The estimated completion date for the CMCP is 2025.

MCTC will participate with Caltrans CMCP development in the following capacity:

- Participate in the kick-off meeting for the CMCP development, along with Caltrans Districts 3, 6, and 10, other Valley MPOs. Consideration will be given to MCTC's past documents, studies, modeling, and community outreach/engagement relevant to SR 99 to help establish a foundation for the CMCP;
- Participate as a member of the CMCP Stakeholder Team for the duration of the CMCP development, including potentially as part of a Technical Advisory Committee (TAC); the CMCP Stakeholder Team will meet up to eight times (once each quarter for the duration of CMCP development, anticipated to last 2 years);
- Participate in the development of a Public Engagement Plan for CMCP engagement;
- In partnership with Caltrans and stakeholders, MCTC will collaborate on hosting at least two workshops for public outreach and engagement (the same will occur in all other counties in Districts 6 and 10, plus Sacramento County for District 3); the goal of these public outreach and engagement activities is to gather community, stakeholder, and local agency input to identify needs and solicit innovative ideas and shape potential solutions to transportation issues within the corridor; said comments will note county, state route, and closest street interchange/intersection(s) identified in the comments, or if comments don't apply to any specific geographic location; and If participating as a member of a TAC for the CMCP, MCTC will help finalize the scope, approach, and schedule of the MPO travel demand modeling and micro/mesoscopic simulation analysis; to assemble available traffic and model data such as freeway mainline and ramp volumes, arterial street volumes, intersection volumes, signal timing plans, bicycle, and pedestrian counts and transit ridership data. Traffic volumes and Travel Time data will be assembled from existing and available sources, including from PeMS (at locations having 80% or greater observed percentage), the National Performance Management Research Data Set (NPMRDS), Transportation System Network (TSN), Inrix, signal timing plans, and ramp metering rates. Recent traffic studies along the study corridor will be reviewed for data. Participate in specific CMCP related workshops held by State partners and their selected CMCP project consultant team.

Trade Port California

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility

Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

The outcome of the study was a California Inland Port Feasibility Analysis Preliminary Business Model report, completed on April 8, 2020. The report documented the viability of an intermodal rail service to/from the Ports of Long Beach and Los Angeles northward through the Central Valley, and terminating in Sacramento, for replacing the current all truck transport system.

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation.

Fresno Council of Governments acting as the project lead on behalf of the San Joaquin Valley has submitted an application for the former California Inland Port, now referred to as the Trade Port California project, for the State of California's FY 2022/23 Port and Freight Infrastructure Program. CalSTA will award up to \$1.2 billion through this program with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of this funding is to be used to support infrastructure projects supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the State, including inland ports.

MCTC will continue to support progress towards implementing the Trade Port California project under the leadership of Fresno Council of Governments project management.

Caltrans is working with the California Energy Commission (CEC) to implement the federal NEVI program. In September, FHWA approved the state's 2023 NEVI Deployment Plan. On October 10, 2023, FHWA approved California's Round 7 nominations for additional Alternative Fuel Corridors to support EV charging through NEVI and other programs. The corridors approved in Round 7 add to the corridors approved in Rounds 1-6 and are already part of the NEVI program. Each of these corridors will have a minimum of four fast chargers (150 kW+) at sites every 50 miles and within one mile of the corridor.

In Madera County SR 41, 99, and 152 are included as Alternative Fuel Corridors. MCTC will work with state and local partners to identify potential projects in the Madera County region for consideration in the round 2 NEVI program solicitation.

California Freight Mobility Plan 2023

Caltrans developed the California Freight Mobility Plan 2023 (CFMP) guidance to help MPOs freight planning and development process. MCTC staff will rely on the CFMP to guide short and long-range planning and decision making as applicable for Madera County's multimodal freight system in the RTP.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation in the VTA sponsored SR 152 Trade Corridor Study.
6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study
10. Participate in the development of the SR 99 Multimodal Corridor Plan.

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Continue to participate in the development of the San Joaquin Valley Inland Port Feasibility Study
4. Participate in the development and adoption of the SR 99 Multimodal Corridor Plan.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
401.1	Review local agency circulation elements including goals, policies, and objectives	X		Provide feedback and comments as necessary	15%	July 2025 to June 2026 (Biannually, or as needed)
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies System as needed	X		Provide feedback and comments as necessary	20%	July 2025 to June 2026 (Quarterly, or as needed)
401.3	Participate where applicable with the Trade Port California project development	X		Assist with stakeholder engagement for the project and provide feedback and comments on the continued development of the project	20%	July 2025 to June 2026 (Ongoing)
401.4	Participate and provide technical support for the SR 99 Multimodal Corridor Plan	X		Provide feedback and comments on the development of the plan, and assist with public engagement for the plan	45%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .13

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	<u>5,620</u>	Direct Wages/Benefits plus Indirect:	<u>49,000</u>
MCTA			
FHWA-PL FY 25-26	<u>43,380</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>49,000</u>		
Total:	<u>49,000</u>	Total:	<u>49,000</u>

Work Element 501 Transportation Program Development

Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work began on the 2025 FTIP in Winter 2023 and was completed in Summer 2024. The four-year implementation timeline for the 2025 FTIP is FY 2024-25 to 2027-28. Work will begin on the 2027 FTIP in late 2025, with adoption in Summer 2026.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The "local share" is apportioned to the county based upon the old "county minimums" formula. The "local share" is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five-year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); Carbon Reduction Program (CRP); and other Federal funding sources. Project funding decisions on these three sources are under

the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region were consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2025 FTIP and updates will be incorporated in the 2027 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes "Program Delivery Advisory" teams representing State, Regional and Local Transportation Officials. The team's main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up delivery of projects.

The legislation also provides that funds apportioned for Federal transportation programs shall remain available for three Federal fiscal years. The funds are subject to a "use it or lose it" legal requirements. MCTC, in conjunction with its member [agencies](#), will be responsible for establishing project delivery and obligation authority milestones through preparation of AB 1012 Obligation Plans. These Plans will be prepared utilizing the recommended Caltrans format and will indicate monthly the amounts of Federal funds anticipated to be obligated.

The State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations has developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that enables secure electronic information sharing between Caltrans and MPOs. The CTIPS project, funded by Caltrans, was initiated several years ago by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that State and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced State and regional decision-making capabilities.

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate in California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the

monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conduct meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed. MCTC also coordinates the annual obligation plans with Caltrans Division of Local Assistance.

The Policy Board has granted the Executive Director the authority to approve Type 1-3 FTIP Amendments.

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the "timely use" of State and Federal funds.
5. Prepared "local" Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to "Lump-Sum" the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2024.
11. Conducted a CMAQ and CRP Call for Projects in FY 2023-2024.
12. Conducted a Supplemental CRP Call for Projects in 2024.
13. 2025 FTIP and Air Quality Conformity Analysis adopted in July 2024.

Product

1. Prepare and adopt 2027 FTIP.
2. Air Quality Analysis for the 2027 FTIP.
3. Amendments to the 2025 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Local Obligation Plans for CMAQ per AB 1012 requirements.
8. Federal Annual Listing of Obligated Projects.
9. CMAQ Annual Obligation report.
10. Additional STIP revisions.
11. Prepare and adopt 2026 RTIP.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
501.1	Review California Transportation Commission Fund Estimates and policies	X		Review State funding estimates and policy guidelines and updates	2%	July 2025 to June 2026 (As Needed)
501.2	Review Caltrans IIP and solicit local agency input	X		Review State transportation planning and coordinate with local agencies	2%	July 2025 to June 2026 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.3	Finalize preparation of 2027 FTIP and Air Quality Conformity Documents and amend 2025 FTIP	X		Complete preparation of 2027 FTIP and Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP. Continue to amend the 2025 FTIP on an as needed basis	70%	July 2025 to June 2026 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.4	Coordination of FTIP and RTP	X		Ongoing coordination of the 2025 FTIP and 2022 RTP	5%	July 2025 to June 2026 (As needed/required through entire Fiscal Year)
501.5	Prepare, submit, and upload various CMAQ Reports	X		Prepare annual reports for the CMAQ Program and input to Federal database	2%	July 2025 to June 2026 (4th Quarter 2026)
501.6	Prepare and submit AB 1012 Report	X		Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies	2%	July 2025 to June 2026 (1 st Quarter 2026)
501.7	Participate in Statewide CFPG and Program CTIPS	X		Participate in the California Federal Programmers Group and	1%	July 2025 to June 2026 (Throughout)

				program the FTIP utilizing the Caltrans CTIPS database		entire fiscal year)
501.8	Prepare Annual Listing of Federal Projects	X		Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year	2%	July 2025 to June 2026 4 th Quarter 2025
501.9	Prepare and adopt 2026 RTIP	X		Prepare, adopt and submit the 2026 RTIP to CTC.	14%	July 2025 to December 2025
				Total	100%	

FTE: [.53](#)

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	22,366	Direct Wages/Benefits plus Indirect:	195,000
MCTA			
FHWA-PL	172,634		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	195,000		
Total:	195,000	Total:	195,000

Work Element 502 Project Coordination and Financial Programming

Objective

To prioritize regional transportation projects by monitoring State and Federal funding requirements, including existing and proposed regulations and through coordination with local agencies to establish priorities according to accepted performance measures. To incorporate CAPTI objectives, as applicable.

Discussion

Senate Bill 45 provides opportunities for regions to utilize State funding (STIP) for improvements to State highways and local streets and roads. Regional Transportation Planning Agencies and local agencies have expanded responsibilities for project development, programming, and delivery and are expected to satisfactorily complete all procedural requirements pursuant to State and Federal regulations. This work element provides staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project work activities are responsive to these requirements, are timely, and are processed correctly. Local agencies are responsible for normal engineering and environmental work activities related to project delivery but are expected to coordinate closely with MCTC staff to ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan.

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects, including Federal/State, must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as the Climate Action Plan for Transportation Infrastructure (CAPTI), IJIA, FAST Act, and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than having each MCTC member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with emphasis on those activities related to responding to State/Federal agency requirements.

Previous Work

1. Planning, Programming, and Monitoring of STIP projects.

Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
502.1	Federal/State Project Programming and Delivery Requirements	X		Review and maintain Federal/State programming and delivery requirements	20%	July 2025 to June 2026 (Ongoing)
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	X		Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. MCTC staff will ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan	30%	July 2025 to June 2026 (Through entire fiscal year)
502.3	Prioritize Projects in FTIP and RTP	X		Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis	45%	July 2025 to June 2026 (Ongoing)
502.4	Evaluate State Funding Programs for Applicability and Implementation	X		Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County	5%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .12

502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	34,964
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	34,964		
Other			
Subtotal	34,964		
Total:	34,964	Total:	34,964

Work Element 601 Travel Demand Model Management

Objective

To maintain a regional travel demand model for support in transportation and air quality planning activities.

Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001, 2012, 2015, and 2019. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model was updated to a new base year of 2018.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all the San Joaquin Valley transportation demand models. As a result, the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP). An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The MCTC MIP model with 2010 base year and 2040 analysis year was used for the 2014 RTP/SCS process as the basis for scenario evaluation through performance measures. The Madera CTC MIP Model was approved with the 2014 RTP/SCS in July 2014. An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The current MCTC Model was updated by Elite Transportation Group. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model was utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

The model is used in support of traffic analyses for plans, programs, and projects carried out by the City of Chowchilla, the City of Madera, Madera County, Tribal Governments, and Caltrans. In addition, the model is used by Madera County as the basis for its traffic impact fee program. This work element provides for network database maintenance (i.e., reflecting newly constructed roads) and enhancements necessary to provide air quality modeling capabilities as well as support for ongoing street and roads planning.

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and State staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance with using the traffic model to assess VMT analysis.

MCTC, through the On-Call Technical Services and Modeling Program, developed an external trip projection table to be utilized for modeling activities related to the development of the 2022 RTP/SCS and 2023 FTIP. The tables were built utilizing data from the California Statewide Travel Demand Model.

This element also includes the costs for maintenance of the modeling software itself in addition to providing on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise. Staff regularly assist with project specific modeling assistance including select zone and link analysis.

Air quality issues are increasingly driving traffic model application. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs within the valley with the intent of identifying a strategic plan for model development to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented. The software represents a significant improvement in the state of the art and is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046.

The eight MPOs in the San Joaquin Valley collaborated on a data collection project in fiscal year 2021/2022 and 2022/2023. The Central California Travel Survey collected data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, State, and Federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning. The data and a final report with detailed travel characteristics summarized for each county was finalized in 2023.

MCTC will consider new available data to incorporate into modelling tools for development of the 2026 RTP/SCS. MCTC is currently working with neighboring MPO partners on the Central California Travel Survey. The results of this survey will yield vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the 2023/24 fiscal year.

MCTC will also conduct a socioeconomic and demographic projection analysis for Madera County. This analysis will provide future projections of household and person data able to help better predict future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes.

Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB 743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance
3. Incorporate new available transportation, housing, and demographic data into modelling tools as necessary.
4. Update model documentation as necessary.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE/ REQUENCY COMPLETION
601.01	Additional Model Runs for Significant Amendments of the RTP and FTIP	X		When needed, Run model for significant amendments of the RTP and FTIP	5%	July 2025 to June 2026
601.02	Additional Local Agency and Partner Modeling and Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	5%	July 2025 to June 2026
601.03	Incorporate new available transportation, housing, and demographic data into modelling tools	X	X	Integrate data from the Central California Travel Survey, incorporate data from socioeconomic and demographic projection analysis, Additional appropriate data sources as they are developed, Update model documentation as necessary	15%	July 2025 to June 2026
601.04	Perform modeling in support of 2026 RTP/SCS development	X	X	Set up and run modeling scenarios for multiple years in support of the transportation projects and investments developed for the 2026 RTP/SCS	75%	July 2025 to June 2026
				Total	100%	

FTE: [.20](#)

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	8,258	On-call Consultant(s)	68,500
MCTA		Traffic Model Support	3,500
FHWA-PL FY 24-25	63,742		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	72,000	Subtotal	72,000

MCTC Staff:		MCTC Staff:	
LTF	<u>8,602</u>	Direct Wages/Benefits plus Indirect:	<u>75,000</u>
MCTA			
FHWA-PL FY 25-26	<u>66,398</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>75,000</u>		
Total:	<u>147,000</u>	Total:	<u>147,000</u>

Work Element 602 Air Quality Modeling

Objective

To maintain an ongoing coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining Federal and State air quality standards.

Discussion

Ongoing air quality planning incorporates all activities necessary to ensure compliance with Federal and State air quality standards. The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as an “Extreme” 8-Hour Ozone, PM 2.5 non-attainment area, and a PM 10 attainment/maintenance area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District (Air District), and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions. The San Joaquin Valley Interagency Consultation Group (IAC) serves as the conduit for interagency consultation required for air quality conformity determinations and for coordinating member agency commitments to implement TCMs consistent with the approved attainment demonstration plans.

The Air District holds primary responsibility for development and adoption of attainment plans for the San Joaquin Valley. The eight Valley transportation planning agencies and the Air District have developed a coordinated, cooperative, and consistent planning process through a joint Memorandum of Understanding (MOU). An annual “Work Plan” provides for coordination of work items including (1) submission of Vehicle Miles Traveled (VMT) forecasts for development of emission budgets, (2) updating of attainment demonstration plans, (3) joint evaluation of TCMs, and other opportunities to work jointly on projects or studies that address air quality improvement.

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden the assignment of responsibility for the quality of our air. Local government control measures are being implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. MCTC coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments

and MCTC staff is made available to assist with air quality requirements.

The San Joaquin Valley MPO Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. MCTC remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e., EMFAC 2017, etc.).

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the State by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC State and Federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate State and Federal authorities who concurred with the findings. MCTC staff have worked with consultants to transition emissions analysis to newer version of the EMFAC model whereas EMFAC14 was used for the most recent analysis activities related to the development of the 2022 RTP/SCS and 2023 FTIP. Going forward, EMFAC21 will be used for emissions modeling activities.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the states of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions that were utilized for the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff utilized data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios were converted into EMFAC14 model inputs. The EMFAC14 model was run to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements. Future emissions modeling activities in support of SB 375 and Federal air quality conformity will utilize EMFAC21.

Staff finalized the conformity determination for the 2025 FTIP in the first quarter of FY 24-25. The Federal transportation conformity regulations specify criteria and procedures for

conformity determinations for transportation plans, programs, and projects and their respective amendments. Federal transportation conformity regulation stipulates the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; the latest planning assumptions and emission models specified for use in conformity determinations must be employed; the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and interagency and public consultation.

A regional emissions analysis will be prepared for the years 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses are conducted using the latest planning assumptions and emissions models. As required for the regional emissions analysis, MCTC staff will present results for conformity tests, satisfying the requirement of transportation conformity regulation. The U.S. EPA has designated Madera County as non-attainment and/or attainment/maintenance for the national ambient air quality standards tested in the conformity determination. These tests include:

- 2008 and 2015 Ozone Standard
- PM-10 Standard
- 1997 24-Hour PM_{2.5} Standard
- 1997 Annual PM_{2.5} Standard
- 2006 PM_{2.5} Winter 24-Hour Standard
- 2012 Annual PM_{2.5} Standard (Moderate)

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2022 RTP/SCS and EIR and 2025 FTIP
2. 2022 RTP/SCS and EIR Emissions Analysis as required for SB 375
3. 2025 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

Product

1. SCS Evaluation Report for the 2026 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP
4. Draft Conformity Determination for the 2027 FTIP

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
602.01	Multi-Agency Coordination for Air Quality Planning Activities	X		When needed, Run model for significant amendments of the RTP and FTIP	10%	July 2025 to June 2026
602.02	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	40%	July 2025 to June 2026
602.03	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP	X		Integrate data from the Central California Travel Survey, incorporate data from socioeconomic and demographic projection analysis, Additional appropriate data sources as they are developed, Update model documentation as necessary	50%	July 2025 to June 2026
				Total	100%	

FTE: .22

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL FY 24-25	7,968		
FTA-Section 5303			
STIP – PPM (Match)	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	84,000
MCTA			
FHWA-PL FY 25-26	74,365		
FTA-Section 5303			
STIP – PPM (Match)	9,635		
Other			
Subtotal	84,000		
Total:	93,000	Total:	93,000

Work Element 603 GIS and Mapping Resources

Objective

To develop and maintain a database of regional planning information for use in support of all transportation planning activities of MCTC. The database includes information on regional demographics, streets and highways inventories including congestion management issues, transit systems and services, rail, aviation, and non-motorized facilities.

Discussion

MCTC has developed several planning databases in support of regional transportation planning activities. These include demographic projections for use in traffic modeling and air quality analysis; an inventory of regionally significant roads (including all State highway facilities); and land use and zoning summaries. This information is maintained in computer files using database managers as well as in MCTC's geographic information system (GIS).

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. The focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2020 Federal census.

All databases will be made available to Caltrans upon request for use in meeting statewide management system requirements as well as statewide traffic modeling needs.

As a component of the Madera County 2010 Traffic Model Update, the MCTC regional planning database was updated and validated. The existing land use database was updated using available data sources and future land use projections were developed using two different methods. The GIS database was also updated, and an integrated spatial projection created for MCTC GIS data was created.

After the adoption of the 2018 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. Additional review and refinement occurred during the most recent MCTC model update in 2019.

After the adoption of the 2018 RTP/SCS and subsequent Environmental Document, MCTC staff began the process of updating various data sets used in the planning process related to baseline condition assumptions and long-range travel forecasting. These new data sets will be utilized for planning documents and technical modeling and reporting tools.

MCTC participates in the Madera County GIS Users Group which was formed by Madera County GIS staff. The intent of the GIS User Group is to increase coordination and communication among GIS users throughout the region and to review and make recommendations on items brought forth pertinent to activities members of the group are engaged in.

MCTC updates the regionally significant roadway network in GIS as needed to run new air quality analysis for new or amended RTP and FTIP roadway projects. The most recent RTP amendment incorporated new roadway configurations and project open to traffic dates for the future improvements along the State Route 41 corridor. This geospatial data is used in the modeling process for travel volumes and air quality analysis. Additional review and refinement occurred during the most recent MCTC model update in 2019.

In 2023 MCTC staff began to investigate ways to improve the agency's GIS databases and user experience by updating and refining its GIS capabilities. This included an overall assessment of current spatial data management capabilities, updating existing mapping tools, standardizing mapping development, implementation of new mapping datasets, hosting a variety of web applications and maps for public consumption and staff training. Increasing and expanding the abilities of an enhanced GIS platform and maintenance of GIS databases and related data layers have wide applications for use by local agencies, tribal governments, and the State for describing the existing and future conditions of transportation facilities within Madera County. This information will also assist with disseminating information across industries and sectors as a tool to help inform decision makers and members of the public.

Previous Work

1. Developed demographic projections by geographic Traffic Analysis Zones (TAZ) for 2042 in support of the 2018 RTP/FTIP.
2. Developed basic inventory of regionally significant roads.
3. Established database structure for roads inventory.
4. Provided GIS training for employees.
5. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
6. Downloaded layer and database of disadvantaged communities for use in funding applications.
7. Updated MCTC's online GIS map viewing portal.
8. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in funding applications.
9. Developed GIS layers of transit routes and stops.
10. Developed VMT Screening online webmap.
11. Developed traffic monitoring GIS database.
12. Developed FTIP webmap.

Product

1. Increase and expand the abilities of an enhanced GIS platform and maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2026 RTP and 2025 and 2027 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
603.1	Coordinate and consult with local GIS users	x		Attend monthly GIS user group meetings	5%	July 2025, to June 2026 (Monthly)
603.2	Stay up to date with current GIS technology, advancements, and best practices	x		Attend GIS training and workshops	5%	July 2025 to June 2026 (Quarterly)
603.3	Provide GIS support to regional efforts and major agency planning documents (RTIP, FTIP, RTP)	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	55%	July 2025 to June 2026 (Ongoing)
603.4	Update and maintain Project information in GIS	x		GIS layers, maps (including web maps)	5%	July 2025 to June 2026 (As Needed)
603.5	Provide GIS support to agency alternative mode planning (bicycle, pedestrian, and transit)	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	15%	July 2025 to June 2026 (Ongoing)
603.6	Maintain current zoning and land use information in GIS	x		GIS layers, maps (including web maps)	5%	July 2025 to June 2026 (As Needed)
603.7	Provide GIS support to agency efforts to identify disadvantaged communities and secure grant funding	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	10%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: [.40](#)

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		GIS Support	8,500
MCTA			
FHWA-PL FY 24-25	7,525		
FTA-Section 5303			
STIP – PPM	975		
Other			
Subtotal	8,500	Subtotal	8,500
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>148,250</u>
MCTA			
FHWA-PL FY 25-26	<u>131,246</u>		
FTA-Section 5303			
STIP – PPM (Match)	<u>17,004</u>		
Other			
Subtotal	<u>148,250</u>		
Total:	<u>156,750</u>	Total:	<u>156,750</u>

Work Element 604 Performance Management and Data Development

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process. To incorporate CAPTI objectives, such as strategically investing in state of good repair improvements, enhance transportation safety and security, and improve goods movement and infrastructure.

Discussion

The MAP-21 and FAST Acts established new performance management requirements to ensure that MPOs improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Performance Measure 1: The Safety PM Final Rule supports the data-driven performance focus of the HSIP and establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The reporting cycle for the Safety PM is annual and there are no penalties for not meeting targets.

Performance Measure 2: MAP-21 and subsequent Federal rulemaking established Federal regulations that require the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures related for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. The specific performance measures are:

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate pavements in Good condition
 - Percentage of non-Interstate pavements in Poor condition
- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor Condition

MCTC will establish targets for these measures within 180 days of the State establishing targets. MCTC must establish 2 and 4-year targets for these measures and agree to plan or program projects so that they contribute toward accomplishment of the State performance targets or by establishing quantifiable targets for these measures for the MPA.

Performance Measure 3: Seven performance measures related to the performance of the Interstate and non-Interstate National Highway System were also established for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The measures are:

- Performance of the NHS:
 1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure).
 2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
 3. Percent change in tailpipe CO₂ emissions on the NHS compared to the reference year 2022 level (referred to as the Greenhouse Gas (GHG) measure). This measure was reinstated on December 7, 2023.
- Freight Movement on the Interstate System:
 4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).
- CMAQ Program Traffic Congestion:
 5. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure).
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel.
- CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction.

The measures' applicability and reporting requirement depend on each MPA location and size.

The USDOT encourages State DOTs and MPOs to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of

available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans.

MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM2 Second Performance Period 2022-2026.
7. Established PM2 targets for the region.

Product

1. Annual Safety targets (PM 1) setting for the region.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
604.1	Coordination and Monitoring Activities	X		Technical Advisory Meeting Participation and other State and Federal training. Monitoring State and Federal guidance related to performance measures	75%	July 2025 to June 2026
604.2	Target Setting	X		Annually establish PM1 performance targets Bi-annually revise PM 2 targets, if necessary	20%	July 2025 to June 2026, as required

604.3	Public Safety Awareness Through Social Media	X		Post safety related information in social media to keep the public appraised of traffic and weather situations that might impact travel safety conditions. Share safety information from Caltrans, FHWA, via MCTC social media.	5%	July 2025 to June 2026, as required
				Total	100%	

FTE: .15

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	5,650	Direct Wages/Benefits plus Indirect:	49,258
MCTA			
FHWA-PL FY 25-26	43,608		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	49,258		
Total:	49,258	Total:	49,258

Work Element 605 Regional Traffic Monitoring Program

Objective

To maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, tribal governments, and the public, and as a validation tool for the county wide traffic model and VMT monitoring requirements. To incorporate CAPTI objectives, as appropriate.

Discussion

MCTC uses software to track how vehicles move on different road sections and intersections. Based on this data, they develop the Traffic Monitoring Program report. Staff also sets up a regular four-year program to count traffic, with guidance from local agencies to choose which locations to monitor, focusing on areas with a high of growth and other locally-important factors.

MCTC entered into an agreement for StreetLight Data services to support the regional traffic monitoring program. StreetLight metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies and is utilized by several State transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT.

MCTC utilizes the StreetLight Data Solutions Package. The Solutions Package includes the following:

- Congestion Management – Segment Analysis (Provides the volume, average speed, speed percentiles including 85th percentile, travel time, vehicle miles traveled, vehicle hours of delay and “Free Flow Factor” of trips through corridors)
- Intersection Studies – Analyze the movement of vehicles in an intersection to determine traffic that moves left, right, or continues straight. Day parts default to 15-minute bin day parts. Includes an intersection diagram to easily analyze the inbound and outbound traffic flow and distribution across time. Features include Peak Hour Factor, Peak AM/PM Metrics and more.

MCTC staff participate in StreetLight Data software training as needed.

MCTC also maintains the regional traffic monitoring program as a source of data to support traffic modeling activities. The Madera County Traffic Monitoring report is published annually to provide local planners and the public with up-to-date information about travel characteristics on the streets and highways system. Counts taken pursuant to this program are according to an established schedule and are not intended to supplant local agency count programs.

Highway Performance Monitoring System (HPMS)

The HPMS is a nationally recognized highway information system that collects and analyzes data on the extent, condition, performance, use and operating characteristics of the Nation's highways. Annually, local agencies, through their MPO, are requested to provide sample data on arterials and collectors for inclusion in the HPMS. MCTC coordinates the data submission to Caltrans.

Previous Work

1. Published Madera County Traffic Monitoring – 2024 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2025 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
605.1	Utilize StreetLight software to collect traffic volume data	x		Traffic Monitoring Annual Report	65%	July 2025 to June 2026 (Annually)
605.2	Provide traffic monitoring support to local agencies, including tribal governments	x		Technical support, meetings, email correspondence	15%	July 2025 to June 2026 (Ongoing)
605.3	Collect data from local agency and Caltrans traffic county programs	x		Traffic volume data	10%	July 2025 to June 2026 (Annually)
605.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required	x		HPMS data, technical support, meetings, email correspondence	5%	July 2025 to June 2026 (Annually)
605.5	Participate in software training sessions for StreetLight	x		Training, training notes	5%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .03

605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Traffic Count Software License	15,000
MCTA			
FHWA-PL FY 24-25	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000	Subtotal	15,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	14,600
MCTA			
FHWA-PL FY 25-26	12,925		
FTA-Section 5303			
STIP – PPM (Match)	1,675		
Other			
Subtotal	14,600		
Total:	29,600	Total:	29,600

Work Element 701 Public Participation Program

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in the development of MCTC's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. MCTC Staff will provide the public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities. To incorporate CAPTI objectives, such as cultivating partnerships with and building capacity of community-based organizations to engage in project development.

Discussion

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - SAFETEA-LU placed emphasis on the need for the transportation planning process to provide an adequate opportunity for participation by interested citizens and consult with the Native American Tribal Governments (North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of the Chukchansi Indians of California). The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users - SAFETEA-LU/ required an early, proactive, and continuing public involvement in the transportation planning process and allow 45 days for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and programs.

This work element develops the structure for both a formal participation program and exploring alternative methods for providing public information about MCTC activities. Improved information access should lead to more public involvement and improved decision making. Early public participation from various stakeholders, including developers, local planners, community-based organizations and other entities representing diverse interests are important and considered in identifying regional transportation problems and issues, and in the development of recommended solutions during project planning and development.

Public hearings, workshops, and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of

Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Plan; and other regional planning issues. Input received will be incorporated into the work products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

MCTC staff created a list of organizations representing low-income, minority, environmental justice, disadvantaged communities, as well as Native American, older adults, and persons with disabilities. This helps to better focus on these traditionally underserved populations, including the older adults, persons with disabilities, low-income, African American, Hispanic, Asian American, Alaskan Native, and Pacific Islander communities.

MCTC staff updated the Public Participation Plan (PPP) in 2023 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. older adults, disabled, low income and minority, African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014 and updated in February 2024.

Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, mandates that Federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Minority populations are defined in the order as African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

Executive Order 13175 requires agencies to consult and coordinate with local tribal governments. MCTC staff does notify and consult local Tribal Governments in Madera County and as needed in the neighboring counties of our planning activities. Tribal Governments in Madera County are invited to participate in MCTC's Technical Advisory Committee meetings.

Executive Order 13166 states that people who speak limited English should have

meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services and implement a system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2022 RTP consistent with Federal transportation legislation requirements as well as new State requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in 2023 to more concisely direct Federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison. The report may be accessed here: [Central Valley Tribal Transportation Collaborative Project](#).

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, and updated in February 2024.

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2022 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2022 RTP.
7. 2014, 2015, 2018, 2021, 2024 Title VI Plan and Limited English Proficiency Plan.
8. 2023 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Prepare and distribute MCTC quarterly newsletter.
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2025-2026 Unmet Transit Needs.
5. Maintain and improve MCTC website and social media pages.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
701.1	MCTC Public Participation Plan Amendment	X		Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements	15%	July 2025 to June 2026 (As Needed)
701.2	Provide Spanish Language Translation	X	X		15%	July 2025 to June 2026 (As Needed)
701.3	Tribal Government Consultation	X		Coordinate, Consult, Collaborate with tribal governments	15%	July 2025 to June 2026 (As Needed)
701.4	Continued Consultation Policy	X		Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally recognized Native American Tribal Governments	10%	July 2025 to June 2026 (As Needed)
701.5	Bicycle and Pedestrian Programs	X		Encourage bicycle and pedestrian safety education programs	10%	July 2025 to June 2026 (As Needed)
701.6	Website, Social Media, and agency newsletter	X		Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings. Prepare and distribute quarterly newsletter	20%	July 2025 to June 2026 (As Needed)
701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools	X		Review CalEPA's EnviroScreen Version 4.0 and other relevant	10%	July 2025 to June 2026 (As

				analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities		Needed)
701.8	Madera Community College Collaborations	X		Collaborate with the Madera Community College Center to engage student community outreach and education activities	5%	July 2025 to June 2026 (As Needed)
				Total	100%	

FTE: .14

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL 24-25	23,903	SJV Website	1,000
FTA-Section 5303		Other Outreach Costs	19,000
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
MCTC Staff:		MCTC Staff:	
LTF	5,376	Direct Wages/Benefits plus Indirect:	46,870
MCTA			
FHWA-PL 25-26	41,494		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	46,870		
Total:	73,870	Total:	73,870

Work Element 801 Transportation Development Act

Objective

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation. To incorporate CAPTI objectives, as applicable.

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social service transportation, and street and roads projects. MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assist in claim preparation and monitor related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the annual Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

MCTC is charged with administering funds from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program. These funds have their own statutory requirements under SB 862 but are also required to meet the statutory requirements of the Transportation Development Act.

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of new transit vehicles or provide operating funds pursuant to the guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists,

disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2023 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration and closeout reports.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2026-27 Unmet Needs Process.
7. LCTOP allocation, application processing, tracking, and reporting.
8. SGR suballocation, project list processing, tracking, and reporting.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
801.1	Apportionment and Allocation	X		Prepare finding of apportionment for LTF/STA and make allocations	5%	May 2026
801.2	Claims	X		Review and process LTF/STA claims Review for conformance with applicable TDA law, the RTP and SRTDP	10%	July 2025 to June 2026 Ongoing
801.3	LTF/FTA Financial Reports	X		Prepare LTF/STA financial reports	20%	December 2025
801.4	SSTAC Meetings	X		Conduct meetings of the SSTAC	10%	July 2025 to June 2026 Quarterly

801.5	Unmet Transit Needs Hearing	X		Conduct Unmet Transit Needs Hearing	5%	April 2026 Annually
801.6	Unmet Transit Needs Staff Report	X		Prepare Unmet Needs Staff Report	20%	April to May 2026 Annually
801.7	Financial Records	X		Maintain appropriate financial activity records	5%	July 2025 to June 2026
801.8	Fiscal Audits	X		Fiscal audits	13%	August 2025
801.9	Development of Project Application Assistance	X		Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339	2%	July 2025 to June 2026 (As Needed)
801.10	LCTOP Administration	X		Administer LCTOP Program	5%	July 2025 to June 2026 Ongoing
801.11	SGR Administration	X		Administer SGR Program	5%	July 2025 to June 2026 Ongoing
				Total	100%	

FTE: [.39](#)

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	30,000	Audits	18,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	9,000
STIP - PPM			
Other			
Subtotal	30,000	Subtotal	30,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	90,083	Direct Wages/Benefits plus Indirect:	90,083
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	90,083		
Total:	120,083	Total:	120,083

Work Element 802 Senate Bill 125 Transit Program

Objective

Administer the Senate Bill 125 Transit Program funds for approved local transit projects, and comply with program requirements, including reporting.

Discussion

Senate Bill 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to regional transportation planning agencies (RTPA) on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. Senate Bill 125 (SB 125) requires the California State Transportation Agency (CalSTA) to develop and administer an accountability program to govern the distribution of funds for the ZETCP and the General Fund component of the TIRCP. RTPAs are eligible recipients of the program funds, and as such, MCTC will receive and disburse allocated program funds for approved projects and will serve as program administrator and liaison between CalSTA and transit agencies within the Madera County region.

MCTC has collaborated with local transit agencies to submit an initial allocation package to CalSTA before the program deadline of December 31, 2023. As needed, MCTC will submit updated allocation packages to CalSTA for approval and will comply with program reporting requirements. As a condition of ongoing disbursement of requested SB 125 funds, MCTC must submit to CalSTA an annual report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining. Recordkeeping and reporting requirements will apply throughout the life of the projects. MCTC is also required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula State funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. MCTC must also post online a summary of monthly ridership data, consistent with the data submitted to the Federal Transit Administration's National Transit Database, from all its transit operators and should cover the time period starting on July 1, 2022, through June 30, 2028.

Previous Work

1. Board approval for program projects.
2. Developed agreements between local transit agencies and MCTC.
3. Created SB 125 Program webpage on MCTC's website with posted transit

- operator data.
4. Submitted program progress report to CalSTA.

Product

1. Updated allocation package submissions.
2. Long-term financial plan.
3. Program reports including financial records and an annual report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
802.1	Submit updated allocation packages to CalSTA	x		Allocation package documents, email correspondence, technical assistance meetings with CalSTA, meetings with local transit agencies	1%	July 2025 to June 2026 (As Needed)
802.2	Develop long-term financial plan to describe the region's transit operational sustainability	x	x	Long-term financial plan document	97%	Target completion date: June 30, 2026
802.3	Program administration, recordkeeping, and reporting	x		Reporting documents, annual report, dedicated bank account, financial records, technical assistance meetings with CalSTA, meetings with local transit agencies, email correspondence	2%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: 0.05

802 SB 125 Transit Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant (Transit Planning)	140,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	140,000		
Subtotal	140,000	Subtotal	140,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>23,000</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	<u>23,000</u>		
Subtotal	<u>23,000</u>		
Total:	<u>163,000</u>	Total:	<u>163,000</u>

Work Element 901 Lobbying

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events.

To provide funding for the annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Legislative tracking and reporting.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
901.1	Valley Voice Program	X		Annual advocacy trips to Sacramento and Washington D.C.	65%	Sept 2025 to March 2026
901.2	Legislative tracking	X		Legislative tracking and reporting	5%	July 2025 to June 2026
901.3	CALCOG Conference and meetings	X		State and Valley wide transportation conferences and events	10%	July 2025 to June 2026
901.4	CALCOG Annual Fees	X			20%	June 2026
				Total	100%	

FTE: .10

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant(s)	101,000
MCTA		Other Costs	12,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	113,000		
Subtotal	113,000	Subtotal	113,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	20,500
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	20,500		
Subtotal	20,500		
Total:	133,500	Total:	133,500

Work Element 902 Other Activities

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Continue exploring the viability of a freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offer alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the MCTC. Through these activities, MCTC hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups, and community-based organizations. MCTC staff will continue to address tribal concerns through a consultation process.

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measures. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework. However, the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of

Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the State Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First the annual savings in incident delay, fuel

consumption and air pollutant emissions due to FSP service are calculated based on the number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for the FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.

- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded services.

Intelligent Transportation Systems (ITS)

MCTC participated in the Valleywide Intelligent Transportation Systems (ITS) Implementation Committee for the San Joaquin Valley. The ITS plan for the San Joaquin Valley was completed in November 2001. The San Joaquin ITS SDP provides an analysis of needed functional areas, development of a regional ITS architecture, and a recommendation of projects for deployment. Staff continues to participate on the San Joaquin Valley.

ITS architecture maintenance team is to further develop and strengthen regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs. The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The ALUCP was adopted in 2015.

Zero Emission Planning

In 2023 Staff finalized the Madera County Zero-Emission Vehicle Readiness and Implementation Plan. This plan assesses the existing ZEV infrastructure environment, recommends infrastructure improvements and investments, identifies implementation strategies and policies to promote ZEV infrastructure adoption in the short- and long-term, identifies key community challenges and barriers to advancement, and provides stakeholders with tools to procure, site and install various ZEV infrastructure. This plan primarily addresses conventional ZEVs including battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs).

MCTC staff will take steps to assist in the implementation of the recommendations and strategies outlined in the final plan.

MCTC staff will regularly publish new ZEV related planning resources as they become available on the MCTC webpage.

MCTC staff will coordinate bi-annual meetings related to ZEV planning in Madera County. The meetings will help inform local stakeholders, elevate topics able to help the region advance ZEV infrastructure planning and installation, and provide resources to engage Madera County communities on progress towards ZEV infrastructure accommodations

and access. The meetings will involve local and State agencies, transportation providers, utilities providers and other targeted audiences who would benefit from the topics presented during the meetings.

Broadband Access

MCTC staff will continue to monitor broadband access initiatives and programs able to support residents in Madera County. Staff will collaborate with local and state partners where needed to further the goals of the Executive Order to accelerate broadband access and SB 156 to deliver communications infrastructure for broadband access.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.
9. Madera County Zero-Emission Vehicle Readiness and Implementation Plan

Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to Freeway Service Patrol program.
3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
5. Staff reports on aviation issues.
6. Coordinate ZEV planning collaborative meetings.
7. Publish ZEV resources.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
902.1	Rideshare Program	X		Represent rideshare program as required	5%	July 2025 to June 2026
902.2	Rideshare Promotional Materials	X		Provide rideshare promotional materials as required	5%	July 2025 to June 2026
902.3	Develop Promotional Materials	X		Develop/print promotional materials	5%	July 2025 to June 2026
902.4	TDM activities	X		Maintain and update TDM activities on MCTC website	5%	July 2025 to June 2026
902.5	Community Outreach	X		Conduct community outreach activities as needed	5%	July 2025 to June 2026
902.6	CalVans joint powers agency	X		Participate with CalVans joint powers agency	15%	July 2025 to June 2026
902.7	Coordination of Trip Reduction Programs	X		Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers	5%	July 2025 to June 2026
902.8	Freeway Service Patrol	X		Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol)	5%	July 2025 to June 2026
902.9	Review Planning issues related to aviation systems planning	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems Incorporate findings into the RTP/SCS where applicable	5%	July 2025 to June 2026
902.10	Provide staff analysis of available funding resources for aviation planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	5%	July 2025 to June 2026
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements	X		Participate in meeting and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	15%	July 2025 to June 2026

902.12	ZEV Regional Roundtable	X		Conduct two Coordinate ZEV planning collaborative meetings per year	15%	July 2025 to June 2026
902.13	ZEV Resources	X		Publish updated ZEV resources on the MCTC Website	5%	July 2025 to June 2026
902.14	Broadband Access	X		Participate in meetings and workshops to advance broadband access for the region	5%	July 2025 to June 2026
				Total	100%	

FTE: [.18](#)

902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	27,550	Board Costs and Other Expenses	27,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	27,550	Subtotal	27,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	44,000	Direct Wages/Benefits plus Indirect:	68,000
Reserves (Local)	24,000		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	68,000		
Total:	95,550	Total:	95,550

Work Element 1001 Overall Work Program

Objective

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line-item budget. The OWP was prepared in cooperation with the State and transit operators as specified in 23 CFR 450.308(c). MCTC continues to work cooperatively with State and local agencies, including transit operators. The State and local agencies participate in the MCTC Technical Advisory Committee that reviews the OWP.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2026-27 MCTC Overall Work Program and Budget.
2. Quarterly Reports.
3. FY 24-25 Closeout Report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1001.1	OWP Development	X		Draft 25-26 OWP	35%	November 2025 to February 2026
1001.2	Project Identification	X		Draft 25-26 OWP	15%	October 2025 to February 2026
1001.3	Circulation	X		Develop and circulate Draft OWP and Budget for public and agency review	10%	February 2025 to March 2025
1001.4	Adoption	X		Complete and adopt OWP with	5%	April 2025

				compliance certifications and process agreement. Final 26-27 OWP		
1001.5	Reporting	X		Quarterly Reports	30%	Quarterly July 2025 to June 2026
1001.6	Closeout	X		Closeout Reports for FY 24-25	5%	August to September 2025
				Total	100%	

FTE: .17

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	44,000
Reserves (Local)	44,000		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM (Match)			
Other			
Subtotal	44,000		
Total:	44,000	Total:	44,000

Work Element 1101 MCTA Administration

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2025 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits.
2. Review and process project claims.

3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens' Oversight Committee.
7. Planning, Programming and Monitoring of Measure "T" projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1101.1	Conduct MCTA and TAC meetings	X			5%	July 2025 to June 2026
1101.2	Prepare MCTA Budget	X		MCTA Operating Budget	5%	May 2026
1101.3	Maintain MCTA financial records	X			21%	July 2025 to June 2026
1101.4	Review and process project claims	X			10%	July 2025 to June 2026
1101.5	Prepare Annual Work Program	X		Annual Work Program	24%	September 2025 to June 2026
1101.6	Administration of the Citizens' Oversight Committee	X		Publication of Measure T Annual Report	10%	July 2025 to June 2026
1101.7	Conduct Fiscal Audit		X	Annual Fiscal Audits	10%	October to December 2025
1101.8	Planning, programming, and monitoring of Measure "T" projects	X			10%	July 2025 to June 2026
1101.9	Attend conferences including Focus on the Future	X			5%	November 2025
				Total	100%	

FTE: .38

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Financial Assistance, Audits, Annual Report	52,000
MCTA	71,000	Conf/Travel/Other Costs	19,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	71,000	Subtotal	71,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	89,000
MCTA	89,000		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	89,000		
Total:	160,000	Total:	160,000

FY 2025-26 Overall Work Program

	Funds Available by Revenue Source																			
	MCTC	Other	Total	MCTC LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 24-25	FHWA PL Carryover 23-24	FTA 5303	FTA 5303 Carryover 24-25	Total
	Carryover Prior Years			0		169,367	0	0	0	0	105,015		3,450,000	0	0	117,519	57,562	0	16,523	465,986
	Current Year Allocation			366,210	68,000	0	140,000	160,000	107,000	2,025,367	172,800	535,000		836,084	21,438	0	0	70,265	0	4,502,164
	Carryover to Future Year			(4,009)		(6,367)	(6,500)					(360,596)								(377,472)
Total Available Funds	1,534,257	3,056,421	4,590,678	362,201	68,000	163,000	133,500	160,000	107,000	2,025,367	277,815	174,404	3,450,000	836,084	21,438	117,519	57,562	70,265	16,523	4,590,678

10/17/2025 13:46		Expenditures by Agency			Expenditures by Revenue Source																		
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 24-25	FHWA PL Carryover 23-24	FTA 5303	FTA 5303 Carryover 24-25	Total
101	Regional Transportation Plan	195,130	98,000	293,130	0						26,022	7,600					200,845		1,101	57,562			293,130
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0	73,705	1,951,662	2,025,367	0						0		2,025,367				0						2,025,367
104	F Oakhurst Multimodal Corridor Study FY 22-23		0	0	0						0			0		450,000	0						0
106	F Sustainable Communities Strategy (SCS) Development FY 23-24		5,179	5,179	594						0			4,585			0						5,179
106.1	F Sustainable Communities Strategy (SCS) Development FY 24-25	2,100	111,342	113,442	13,012						0			100,430			0						113,442
106.2	F Sustainable Communities Strategy (SCS) Development FY 25-26	3,000	192,188	195,188	22,388						0			172,800			0						195,188
107	V-TRANSFRM Study	4,745		4,745	4,745						0					3,000,000	0						4,745
108	C Regional Climate Adaptation and Resilience Framework FY 25-26	12,000	185,000	197,000	22,596						0				174,404		0						197,000
201	Transit Planning	98,032		98,032	9,103	2,141					0						0				70,265	16,523	98,032
202	Rail Planning	37,020		37,020	37,020						0						0						37,020
301	Active Transportation Planning - CS	77,000		77,000	0						6,373						49,189	21,438					77,000
401	Highways, Corridors, and Routes of Regional Significance	49,000		49,000	5,620						0						43,380						49,000
501	Transportation Program Development	195,000		195,000	22,366						0						172,634						195,000
502	Project Coordination & Financial Programming	34,964		34,964	0						34,964						0						34,964
601	Travel Demand Model Management	75,000	72,000	147,000	8,602	8,258					0						66,398		63,742				147,000
602	Air Quality Modeling	84,000	9,000	93,000	0						9,635	1,032					74,365		7,968				93,000
603	GIS and Mapping Resources	148,250	8,500	156,750	0						17,004	975					131,246		7,525				156,750
604	Performance Management and Data Development	49,258		49,258	5,650						0						43,608						49,258
605	Regional Traffic Monitoring Program	14,600	15,000	29,600	0	0					1,675	1,720					12,925		13,280				29,600
701	Public Participation Program	46,870	27,000	73,870	5,376	3,097					0						41,494		23,903				73,870
801	Transportation Funds Admininstration	90,083	30,000	120,083	120,083						0						0						120,083
802	SB 125 Transit Program	23,000	140,000	163,000	0			163,000			0						0						163,000
901	Lobbying	20,500	113,000	133,500	0				133,500		0						0						133,500
902	Other Activities	68,000	27,550	95,550	71,550		24,000				0						0						95,550
1001	Overall Work Program	44,000		44,000	0		44,000				0						0						44,000
1101	MCTA Administration	89,000	71,000	160,000	0					160,000	0						0						160,000
Total Expenditures		1,534,257	3,056,421	4,590,678	348,705	13,496	68,000	163,000	133,500	160,000	95,673	11,327	2,025,367	277,815	174,404	3,450,000	836,084	21,438	117,519	57,562	70,265	16,523	4,590,678
					362,201						107,000						1,032,603			86,788			

Madera County Transportation Commission
2025-26 Amended Budget
17-Oct-25

	25-26 Budget	Amend #1	Amend #2	Amended Budget
Revenues				
FHWA PL	\$778,420		\$57,664	\$836,084
Complete Street PL	\$19,959		\$1,479	\$21,438
FHWA PL Carryover FY 24-25	\$120,000		(\$2,481)	\$117,519
FHWA PL Carryover FY 23-24	\$0		\$57,562	\$57,562
FTA 5303	\$69,176		\$1,089	\$70,265
FTA 5303 Carryover FY 24-25	\$9,500		\$7,023	\$16,523
FTA 5303 Carryover FY 23-24	\$0			\$0
STIP Carryover	\$0			\$0
STIP Planning	\$107,000			\$107,000
SB-1 Sustainable Transportation C 25-26	\$0	\$179,804	(\$5,400)	\$174,404
SB-1 Sustainable Transportation F 25-26	\$166,292		\$6,508	\$172,800
SB-1 Sustainable Transportation F 24-25	\$120,000		(\$19,570)	\$100,430
SB-1 Sustainable Transportation F 23-24	\$15,000		(\$10,415)	\$4,585
SB-1 Sustainable Transportation F 22-23	\$0			\$0
REAP Housing 1.0	\$0			\$0
REAP 2.0	\$2,025,367			\$2,025,367
TDA Carryover	\$0	\$27,000	(\$27,000)	\$0
TDA Administration	\$155,000			\$155,000
TDA Planning	\$211,210		(\$4,009)	\$207,201
SB 125 Transit Funding Program	\$170,105	(\$13,971)	\$6,866	\$163,000
Member Assessment Fees	\$125,100	\$9,444	(\$1,044)	\$133,500
MCTA Carryover	\$0			\$0
MCTA	\$160,000			\$160,000
Reserve	\$75,825	(\$4,645)	(\$3,180)	\$68,000
Total Revenues	\$4,327,954	\$197,632	\$65,092	\$4,590,678
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses				
Salaries & Benefits				
Salaries	\$882,859	\$2,139	(\$5,500)	\$879,498
Retirement, 401(a)	\$126,764	\$321	(\$825)	\$126,260
FICA, Employer	\$53,531		(\$341)	\$53,190
Medicare	\$12,802	\$32	(\$79)	\$12,755
Worker's Compensation	\$3,620	\$10	(\$22)	\$3,608
Health	\$137,376	\$130	\$31,544	\$169,050
Unemployment Insurance	\$896			\$896
Subtotal Salaries & Benefits	\$1,217,848	\$2,632	\$24,777	\$1,245,257
Direct	\$689,876			\$690,597
Indirect	\$527,973			\$529,883
Indirect Costs				
Admin Consulting Services	\$10,000			\$10,000
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$9,000			\$9,000
Conference/Training/Education	\$8,000	(\$1,000)		\$7,000
Equipment Leases	\$9,000			\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000			\$4,000
Insurance	\$1,000			\$1,000
Janitorial Services	\$2,700			\$2,700
Legal Services	\$20,000			\$20,000
MCTC Audit	\$27,000			\$27,000
Membership Fees	\$2,000			\$2,000
Miscellaneous	\$6,000			\$6,000
Office Furniture	\$1,300			\$1,300
Office Supplies	\$6,000			\$6,000
Postage	\$1,000			\$1,000
Rent	\$70,000			\$70,000
Technology Related Equipment & Repairs	\$40,000			\$40,000
Telephone/Internet/Website	\$20,000	\$6,000		\$26,000
Travel Expenses	\$10,000			\$10,000
Utilities	\$11,000			\$11,000
Valley Coordination	\$6,800			\$6,800
Website Update	\$0	\$13,000		\$13,000
Subtotal Indirect Costs	\$271,000	\$18,000	\$0	\$289,000
Other Direct Costs				
Air Quality (Consultant)	\$9,000			\$9,000
Board Costs and Other Costs	\$39,550			\$39,550
Consultant (SB-1 Planning Grant)	\$332,894	\$190,000	(\$29,185)	\$493,709
Consultant (On-call Public Outreach)	\$10,000			\$10,000
Consultant (Regional Housing Program)	\$0			\$0
Consultant (Measure Renewal)	\$0			\$0
Consultant (Lobbying&Intergovernmental)	\$92,000	\$9,000		\$101,000
Consultant (Transit)	\$160,000	(\$20,000)		\$140,000
MCTA Tax Recovery Services	\$10,000			\$10,000
MCTA Conference(s)/Travel	\$8,000	(\$2,000)		\$6,000
MCTA Fin Asst/Audits/Annual Report	\$42,000			\$42,000
MCTA Project Development	\$6,000		(\$2,000)	\$4,000
MCTC TDA Audits	\$18,000			\$18,000
MCTC TDA Other Admin Costs	\$5,000			\$5,000
Other MCTA Costs	\$9,000			\$9,000
Public Participation Program	\$20,000			\$20,000
REAP 2.0 Agency Pass-through	\$1,951,662			\$1,951,662
RTP EIR	\$75,000		\$23,000	\$98,000
RTP/SCS Development	\$0			\$0
Technical/Modeling On-Call Services	\$20,000		\$48,500	\$68,500
Traffic Model & GIS Support	\$12,000			\$12,000
Traffic Monitoring Program	\$15,000			\$15,000
Translation Services	\$4,000			\$4,000
0	\$0			\$0
Subtotal Other Direct Costs	\$2,839,106	\$177,000	\$40,315	\$3,056,421
Total Expenses	\$4,327,954	\$197,632	\$65,092	\$4,590,678
	\$0	\$0	\$0	\$0



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 9-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2024 Citizens' Oversight Committee Annual Report

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The 2024 Citizens' Oversight Committee Annual Report is now available. The report includes the Measure T Financial Summary, the Committee's 2024 Annual Report to the Public, and project highlights from the City of Chowchilla, the City of Madera, and Madera County.

Click [here](#) to access the report.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



MEASURE T

Madera County Transportation Authority

ANNUAL REPORT

Fiscal Year 2023-24

Contents



Item 9-9-A.

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Who is MCTC?

Message from the Executive Director

Putting Your Measure T Funds to Work in the Madera Region

The Madera County 2006 Transportation Authority (MCTA) is proud to present the **Measure T Annual Report** for the period of **July 1, 2023, through June 30, 2024**. This report highlights the progress our region has made over the past year in improving transportation infrastructure through the strategic investment of Measure T funds.

Approved by voters in November 2006, Measure T established the Madera County 2006 Transportation Authority and authorized a ½-cent sales tax for 20 years (from April 1, 2007, through March 31, 2027), dedicated exclusively to transportation projects and programs throughout Madera County. Since its inception, Measure T has generated over \$192 million, enabling the region to leverage an additional \$345 million in state and federal matching funds. It is projected to generate a total of \$217 million by its sunset date in 2027.

As Madera County's designated Local Transportation Authority, MCTA is responsible for administering these funds. We remain committed to accountability, transparency, and strategic investment, working closely with our local agency partners to ensure that every dollar is used effectively. Our shared goal is to improve road safety, reduce congestion, and strengthen regional connectivity for all residents and workers in Madera County.

We are proud to report that the region continues to make meaningful progress in delivering on the promises of Measure T. The collaboration between MCTA and our local partners reflects a united commitment to building a stronger, safer, and more resilient transportation network—one that supports a higher quality of life for all who call Madera County home.



Patricia Taylor
Executive Director



What is Measure T?

Item 9-9-A.

Measure T Annual Report Requirement

The Measure T Investment Plan requires an annual report be prepared identifying the actions and accomplishments of MCTA in meeting the adopted Investment Plan. This annual report covers the period July 1, 2023, to June 30, 2024, also referred to as Fiscal Year 2023-2024.

Measure T was approved by voters in November 2006. It established the Madera County 2006 Transportation Authority and authorized a ½ cent retail transaction and use tax for 20 years (between April 1, 2007, thru March 31, 2027), specifically to fund transportation projects and programs in the County. Measure T has generated over **\$192 million to date and allowed the region to leverage an additional \$345 million in state and federal matching funds. It is expected to generate a total of \$217 million by its current sunset date in 2027.**

Measure T is a key source of funding that supports all modes of transportation aimed at enhancing our quality of life. This in turn enables agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. Measure T provides funds for road improvements, public transit, and other transportation programs that improve mobility and air quality within the County and each of the cities.

Measure T funding is used whenever possible to leverage future local, state, and federal grant opportunities. Funds are used for all phases of project implementation, including planning, environmental studies, permits and design, right-of-way, construction capital and operations projects. The Madera County Transportation Authority (Authority) is the Local Transportation Authority for Madera County and is responsible for the implementation of Measure T.

Who is MCTA?

The Madera County Transportation Authority endeavors to provide adequate financing for the Measure T Regional Streets and Highways projects and Local Programs to maximize the delivery of all programs equally based upon deliverability.

The Authority administers the Measure Program in compliance with the Public Utilities Code and will continue to be responsible for administering the Measure Programs in accordance with plans and/or programs outlined in the Measure T Investment Plan and Strategic Plan and subsequent updates.

The Public Utilities Code includes provisions regarding the number of members on the Authority Board. Specifically, the Authority will be represented by six (6) members including:

- Three (3) members of the board of supervisors appointed by the Board
- Two (2) members representing the City of Madera, consisting of members of the city council appointed by the city council
- One (1) member representing the City of Chowchilla consisting of members of the city council appointed by the city council

MCTA Board

Jose Rodriguez, Chair, Council Member, City of Madera

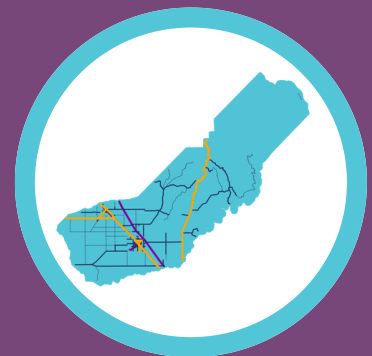
Robert Poythress, Vice Chair, Supervisor, District 3

Waseem Ahmed, Council Member, City of Chowchilla

Robert Macaulay, Supervisor, District 5

David Rogers, Supervisor, District 2

Rohi Zacharia, Council Member, City of Madera



What is the purpose of the Citizens' Oversight Committee?

The Citizens' Oversight Committee informs the public and ensures that the Transportation Measure funding program revenues and expenditures are spent as promised to the public.

The Citizens' Oversight Committee was created to provide an increased level of accountability for the allocation of Measure T revenues to ensure the program is functioning as intended. The Committee comprises seven (7) members - five (5) represent each of Madera County's supervisorial districts and two (2) "at-large" members.

Duties of the Committee include reviewing, inspecting, and recommending action on independent audits related to the Transportation Measure as well as other reports, studies, and plans from responsible agencies, ensuring compliance and consistency with the Investment Plan. Annually, the Committee presents recommendations, findings, and requests to the public and the Authority in a formal report.

Citizens' Oversight Committee

Janice Gomes, Vice Chair, District 1

Wayne Chapman, District 2

Joe Moreno, District 3

Santos Garcia, District 4

Russell Shaw, District 5

Terry Flanagan, Chair, Member At Large

April Molina - Member At Large



Measure T Citizens' Oversight Committee 2024 Report

Item 9-9-A.

To the Residents of Madera County

The Measure T Citizens' Oversight Committee is pleased to announce the findings of the review of fiscal year 2024 Measure T revenues and expenditures. In the seventeenth year of the Measure T program, **revenues totaled over \$16.16 million**. Construction and engineering work continued on many regional and local projects. The local agencies spent over **\$13.66 million on local projects** including road rehabilitation, maintenance, transit, and pedestrian/bicycle facility projects. Expenditures on **regional projects totaled \$4.3 million** on projects and **\$1.31 million for debt service payments**, including paying off the Series 2010 bonds.

The City of Madera continued to spend funds to install sidewalks and for other air quality projects. Funds continued to be spent on the Almond/Pine Street Traffic Study as well as to install the D Street/South Street Traffic Signal. **The City of Chowchilla** continued work on the Chowchilla Boulevard Rehab project as well as other road maintenance projects. **The County of Madera** continued work on various maintenance and road repair projects throughout the county. Construction work was completed on the Road 200 Finegold Creek Bridge project.

The Measure T financial statements for the fiscal year 2024 were audited by independent auditing firms with no significant deficiencies identified. The audited financial statements can be viewed at the Madera County Transportation Authority website.

The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditors from July 2023 to June 2024 and received testimony from the auditors at a Committee meeting. The Committee concurs that Measure T expenditures are in accordance with the Measure T program.

Measure T continues to serve as a crucial source of local infrastructure investment including leveraging state and federal funds for the Madera County region. The Committee looks forward to continue working with the community to ensure the ongoing success of the Measure T Program.

District 1 Janice Gomes, Vice Chair
District 2 Wayne Chapman
District 3 Joe Moreno
District 4 Santos Garcia

District 5 Russell Shaw
Member At Large Terry Flanagan
Member at Large April Molina

Measure T Financial Summary FY 2023 - 2024

Item 9-9-A.

Regional Transportation Program

	Sales Tax Revenues	Expenditures
Regional Streets and Highways	\$4,718,781	\$1,184,161
Regional Rehab	\$4,691,324	\$7,414,621

Local Transportation Program

	Sales Tax Revenues	Expenditures
Street Maintenance	\$1,670,261	\$2,759,501
Maint Dist/Suppl. Street Maint	\$1,124,214	
Flexible	\$2,794,475	\$3,150,149
ADA Compliance	\$64,241	-

Transit Enhancement

	Sales Tax Revenues	Expenditures
Transit Agencies	\$235,121	\$2,159
ADA/Seniors/Paratransit	\$21,842	

Environmental Enhancement

	Sales Tax Revenues	Expenditures
	\$256,963	\$340,226

Administration

	Sales Tax Revenues	Expenditures
	\$157,346	\$157,346

Renewal Costs

	Sales Tax Revenues	Expenditures
	\$427,440	\$427,440

Debt Service

	Sales Tax Revenues	Expenditures
	-	\$1,311,344

Total Sales Tax
Revenues

\$16,162,008

Total Expenditures

\$16,746,947

Other Revenues

Federal Bond Interest Subsidy	\$20,240
Interest	\$427,753



Measure T is a critical component of the County's road maintenance program. Measure T contributes between \$1 - \$1.5 million each year to general road maintenance.

Item 9-9-A.

Featured Projects

Full Depth Reclamation

- Full depth reclamation - four segments



Featured Projects

Almond Transit Yard Improvements

- Electric bus charging stations
- Bus wash system
- Solar bus parking shade structure



Shoulder Paving

- Install 4-foot paved shoulder with rumble strip
- Improves air quality (reduced dust)
- Improves safety (rumble strip, run-off road recovery)



The City of Chowchilla relies heavily on Measure T. Roughly 30% of the City's funding for road repairs and maintenance comes from Measure T. Measure T funds also support local transit and paratransit services.



City of Chowchilla

Item 9-9-A.

Featured Projects

Chowchilla Boulevard Reconstruction

- 1 mile reconstructed from Avenue 24 to Avenue 25
- Installation of curb and gutter





Featured Projects

Chowchilla Area Transit

- Dial-a-Ride
- Paratransit
- New Bus Bay



Street Maintenance

- Chip Seals
- Patching
- Overlay





Measure T provides approximately 30% of all the road maintenance and repair funds used for the City of Madera's local streets and roads. Since its inception, it's been a critical part of numerous important projects.

Item 9-9-A.

Featured Projects



Olive Avenue Widening

- Widen to 4 lanes
- Sidewalks
- ADA improvements
- Widen UPRR crossing

Street Maintenance

- Chip seals
- Patching
- Overlays



Olive Avenue/Knox Street Signal

- Improved traffic flow



Featured Projects



Alley Paving

- Alley Paving in various locations throughout the city

Sidewalks and ADA

- Construction of sidewalks
- Installation of ADA ramps
- Sidewalk Repair Program



Howard Road Storm Drain Design

- Design complete
- Will alleviate flood issues on Howard Road

Measure T provides financial support for projects along regionally significant corridors and highways, benefiting multiple jurisdictions in Madera County. It helps to address financial gaps by providing the funding to leverage federal and state funds. This accelerates delivery of street and highway projects that may otherwise be delayed because of funding shortfalls.



Item 9-9-A.

Regional Projects

Featured Upcoming Projects



State Route 233 Interchange

- In design phase, currently seeking grant funds to fully fund construction
- Expected to be in construction 2027

State Route 99 Widening - Avenue 7 to Avenue 12

- All funding has been secured, expected to be in construction 2026
- Measure T helped to leverage \$112,000,000 in state funds



Gateway Drive Widening and Cleveland Avenue Widening

- Will be programmed in the next Strategic Plan Update



Who is MCTC?

MCTC is dedicated to enhancing intergovernmental coordination and undertaking comprehensive regional planning, with a particular focus on transportation.

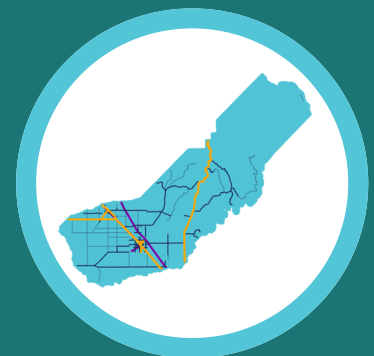
The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO), and the Local Transportation Commission for Madera County as designated by the State of California. An MPO/RTPA is a federally mandated and federally funded transportation policy-making organization that works with local governments and citizens in its region by dealing with issues and needs that cross city and county boundaries.

MCTC is responsible for developing and updating a variety of transportation plans and for allocating the federal, state, and local funds to prepare and implement them. While its primary focus is regional transportation planning, MCTC also addresses broader regional concerns, such as air quality.

MCTC provides a platform for citizens to contribute their ideas and opinions to the planning process, as well as offer technical services to the member agencies. MCTC assists the Authority with preparation of the Measure T Strategic Plan and the Annual Work Program and also provides staff services to the Authority to prepare all Measure-related documents.

MCTC Staff

Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Senior Regional Planner
Natalia Austin, Senior Regional Planner
Sandy Ebersole, Administrative Analyst
Samantha Saldivar, Accounting Technician



Measure T - safer, quicker, better roads...



OUR PARTNERS





STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Consider Adoption of an Ordinance Implementing and Imposing a Transaction and Use Tax to be Administered by the California Department of Tax and Fee Administration – Ordinance No. 2025-01

Enclosure: Yes

Action: Waive second reading and adopt an Ordinance of the Madera County 2006 Transportation Authority imposing a transaction and use tax to be administered by the California Department of Tax and Fee Administration by title only (Initiative Measure)

SUMMARY:

On June 12, 2024, the Authority Board of Directors (“Authority”) approved Resolution 2024-01 requesting that the County of Madera extend the term of the Transportation Authority for at least another 20 years.

On June 19, 2024, the Authority approved Resolution No. 2024-02 requesting that the Madera County Board of Supervisors call and order a special election to be held and consolidated with the statewide general election on Tuesday, November 5, 2024, for the purpose of submitting to the voters of the County of Madera an ordinance renewing Measure T for 20 years, starting in 2027.

On June 10, 2024, a group of citizens filed a Notice of Intent to Circulate Petition with the County Clerk. On July 2, 2024, the County Clerk indicated that she had certified an initiative petition for a measure to extend Measure T for a period of 20 years (“Initiative Measure”). The text of the Initiative Measure closely resembled the Authority’s proposed Measure T renewal ordinance. To avoid potential voter confusion caused by having two similar measures on the same ballot, the Authority withdrew its Ordinance.

The County placed the Initiative Measure on the November 5, 2024 ballot.

The Initiative Measure received a majority of the votes cast by the voters of the County of Madera, which constitutes the requisite number of votes for its passage under Section 10(a) of Article II of the California Constitution and Elections Code section 9122.

By its terms, the Initiative Measure permits the Authority to administrate the tax and the expenditure plan and directs the Authority to contract with the California Department of Tax

and Fee Administration to perform all functions necessary for the administration and operation of the ordinance.

Consequently, MCTA staff now recommends the Madera County 2006 Transportation Authority Board of Directors adopt the terms of the Initiative Ordinance to formalize its administration duties under the Ordinance to carry out the voters' intent for the Authority to implement and impose a transaction and use tax to be administered by the California Department of Tax and Fee Administration.

Staff recommend waiving the second reading and adopt the ordinance by title only.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.

AN ORDINANCE OF THE MADERA COUNTY 2006
TRANSPORTATION AUTHORITY
ORDINANCE NO. 2025-01

WHEREAS, the voters of the County of Madera since 1990, transportation improvements in Madera County have been supported by a ½ cent sales tax, currently known as Measure T, which has funded many important transportation improvements that have been completed or are in progress in communities throughout Madera County; and

WHEREAS, the Madera County Board of Supervisors created the Madera County 2006 Transportation Authority (the “Authority”) to enact, implement and administer the Measure T ½ cent sales tax; and

WHEREAS, Measure T has funded highway and interchange upgrades, road repair and improvements, public transit, bike and pedestrian safety and other programs to relieve traffic congestion and provide safe and affordable transportation options for all residents throughout Madera County; and

WHEREAS, Measure T provides approximately \$16 million per year in locally controlled funding for local transportation projects and has allowed the County to leverage over \$226 million in State and Federal matching funds to make priority repairs and transportation improvements to meet Madera County’s transportation needs; and

WHEREAS, Measure T provides local control by directly funding transportation improvements in the City of Chowchilla, City of Madera, and communities throughout unincorporated Madera County; and

WHEREAS, Measure T was approved with a 20-year expiration date and is set to expire in 2027; and

WHEREAS, an initiative measure to extend Measure T for another period of 20 years (“Initiative Measure”) was filed with the County and was placed on the November 5, 2024 general election ballot in accordance with Elections Code §§ 9100 et seq; and

WHEREAS, the Initiative Measure received a majority of the votes cast by the voters of the County of Madera, which constitutes the requisite number of votes for its passage under Section 10(a) of Article II of the California Constitution and Elections Code section 9122; and

WHEREAS, the Initiative Measure directed the Authority to contract with the California Department of Tax and Fee Administration to perform all functions necessary for the administration and operation of the ordinance; and

WHEREAS, the Authority has determined to adopt this Ordinance to formalize the Ordinance and its administration of the tax and the expenditure plan as part of the Authority’s duties in accordance with the intention of the voters.

NOW, THEREFORE, The Madera County 2006 Transportation Authority (the “Authority”) ordains as follows:

SECTION 1. TITLE. This Ordinance shall be known and may be cited as, “Measure T: Local Transportation Funding Measure” which shall renew a retail transaction and use tax.

SECTION 2. DEFINITIONS.

2.01 “Authority” means the Madera County 2006 Transportation Authority as the Local Transportation Authority as designated by the Madera County Board of Supervisors, pursuant to the Local Transportation Authority and Improvement Act set forth at California Public Utilities Code Section 180000 et seq.

2.02 “County” means the County of Madera. County includes both the incorporated and unincorporated county of Madera.

2.03 “Department” means the California Department of Tax and Fee Administration.

2.04 “Expenditure Plan” means the Expenditure Plan attached to this Ordinance as Exhibit “A” and incorporated herein.

2.05 “Maintenance of Effort” means a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in order to receive Local Streets and Roads funds.

2.06 “Operative Date” means the first day of the first calendar quarter commencing more than 110 days after the adoption of the ordinance. If the Ordinance is approved by the requisite vote of the electors voting on this Ordinance at the election held on November 5, 2024, the Operative Date shall be April 1, 2027.

2.07 “Ordinance” means the Measure T: Local Transportation Funding Measure ordinance which renews the existing retail transaction and use tax of the Authority.

2.08 “2006 Measure T” means the transactions and use tax levied currently pursuant to Ordinance 2006-01 of the Authority.

SECTION 3. EXPENDITURE PLAN PURPOSES.

3.01 This Ordinance provides for the implementation of a new Expenditure Plan, as approved and adopted by the Authority, which will result in countywide local street and road improvements, improvements in emergency response and evacuation routes, street widening, signalization, pedestrian, bicyclist, and driver safety improvements. These needed improvements shall be funded by a one-half of one percent retail transactions and use tax established for a twenty-year period. The revenues shall be deposited in a special fund, used solely for the transportation projects, improvements, and programs described in the Expenditure Plan attached as Exhibit A hereto which is considered a part of this Ordinance and hereby incorporated by reference as if fully set forth herein.

SECTION 4. ADMINISTRATIVE EXPENSES.

4.01 The revenues received by the Authority from this Ordinance, after deduction of the required Department costs for performing the functions specified in section 180204 of the Public

Utilities Code, reimbursing the County of Madera for its costs in conducting the election if the measure is approved in accordance with section 180203(a) of the Public Utilities Code, and after deduction for the administration of the Expenditure Plan pursuant to the provisions of the Public Utilities Code commencing with section 180200.

4.02 Revenues may be expended by the Authority for salaries, wages, benefits, overhead, auditing and those services including contractual services necessary to administer this Ordinance; however, in no event shall an amount exceeding [one percent (1.0%)] of the annual revenue provided by this Ordinance go towards paying the administrative salaries and benefits of the staff of the Authority. The costs of performing or contracting for project related work shall be paid from the revenues allocated to the appropriate purpose.

4.03 An annual independent audit shall be conducted to assure that the revenues expended by the Authority under this section are necessary and reasonable in carrying out its responsibilities under this Ordinance.

SECTION 5. EFFECTIVE, OPERATIVE AND TERMINATION DATES.

5.01 This Ordinance shall become effective following certification of the votes of the election on November 5, 2024. related to this measure if a majority of the electors voting on this Ordinance at the election held on November 5, 2024 vote to approve the Ordinance. If so approved, the provisions of this Ordinance shall become operative on April 1, 2027, following the sunset of the 2006 Measure T, and shall be imposed and collected for a period of twenty (20) years thereafter.

5.02 The authority to levy the tax authorized pursuant to this Ordinance shall expire on March 31, 2047.

SECTION 6. CONTRACT WITH STATE.

6.01 Prior to the Operative Date, the Authority shall contract with the Department to perform all functions incident to the administration and operation of this Ordinance; provided, that if the Authority shall not have contracted with the Department prior to the Operative Date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SECTION 7. TRANSACTIONS AND USE TAX RATE.

7.01 For the privilege of selling tangible personal property at retail, a tax is hereby imposed and continued to be collected upon all retailers in the incorporated and unincorporated territory of the County at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the Operative Date of this Ordinance.

7.02 An excise tax is hereby imposed and continued on the storage, use or other consumption in the incorporated and unincorporated territory of the County of tangible personal property purchased from any retailer on and after the Operative Date of this Ordinance for storage, use or other consumption in the County at the rate of one-half of one percent (0.5%) of the sales price of the property whose storage, use or other consumption is subject to the tax. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

SECTION 8. EXPENDITURE PLAN PROCEDURES AND MAINTENANCE OF EFFORT.

8.01 It is the intent of the Legislature and the Authority that revenues provided from this Ordinance be used to supplement existing revenues being used for transportation projects, improvements, and programs.

8.02 Pursuant to the intent of the Public Utilities Code section 180001, a jurisdiction cannot redirect monies currently being used for transportation purposes to other uses, and then replace the redirected funds with local street maintenance and improvement dollars from the retail transaction and use tax.

8.03 To meet the requirements of state law, in order to receive Local Streets and Roads funds a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in conformance with the provision below:

8.03.01. Annual expenditures of a local jurisdiction's general funds for transportation purposes shall not be an amount less than the jurisdiction's three-year average of its annual expenditures from its general fund during the prior three fiscal years. In calculating the three-year average annual general fund expenditures, any unrestricted funds which the local jurisdiction may expend at its discretion, expended for transportation purposes are expenditures from the general fund.

8.03.02. Subject to Authority approval, if any local jurisdiction had extraordinary local discretionary fund expenditures during any fiscal year it may determine that year's minimum expenditure base level of local discretionary funds by:

a. Subtracting those extraordinary expenses (including assessment district contributions, development impact funds, or other non-recurring contributions) from its total expenditures; or

b. Petitioning the Authority for special consideration. It is possible that a local jurisdiction may need to revise its minimum expenditure base beyond the subtraction of extraordinary expenses. In this instance, the Authority may allow the establishment of a new base for that jurisdiction's Maintenance of Effort requirement. A local jurisdiction petitioning the Authority under this provision must supply evidence of the need for special consideration and the petition must be approved by a majority vote of the Authority.

8.04 An annual independent report will be undertaken to verify that the Maintenance of Effort requirements were met by the local jurisdictions. Any local jurisdiction which does not meet its Maintenance of Effort requirement in any given year may have its Local Streets and Roads fund received pursuant to the Expenditure Plan reduced in the following year by the amount by which the jurisdiction did not meet its required Maintenance of Effort. Such funds shall be redistributed to the remaining eligible jurisdictions.

SECTION 9. ORDINANCE PURPOSES.

9.01 This Ordinance is adopted to achieve the following, among other purposes, and directs the provisions hereof be interpreted in order to accomplish these purposes:

9.01.01. To impose a retail transactions and use tax in accordance with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code, which authorizes the Authority and the electorate to adopt this tax ordinance.

9.01.02. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.

9.01.03. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the Department in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the Department in administering and collecting the California State Sales and Use Taxes.

9.01.04. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of Ordinance.

9.01.05. The funds generated by the transaction and use tax authorized by this Ordinance may only be used for transportation purposes including the administration of the Expenditure Plan, as may be amended, including defense or prosecution of legal actions related thereto, the construction, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the transaction and use tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt services on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

SECTION 10. ADOPTION OF PROVISIONS OF STATE LAW.

10.01 Except as otherwise provided in this Ordinance, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the California Revenue and Taxation Code, insofar as they relate to sales taxes and are not inconsistent with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 (commencing with Section 180000) of the California Public Utilities Code, are hereby adopted and made a part of this Ordinance as though fully set forth herein.

10.02 In adopting the provisions of Part 1 (commencing with Section 6001 of the Revenue and Taxation Code) insofar as they relate to transactions and use taxes and are not inconsistent with this law, wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefor. However, the substitution for the word “state” shall not be made when:

10.02.01. The word “state” is used as a part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California;

10.02.02. The result of that substitution would require action to be taken by or against the Authority, or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this ordinance.

10.02.03. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the state under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

10.02.04. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

10.03 The name of the jurisdiction of the Authority or the County shall also be substituted for the word “state” in the phrase “retailer engaged in business in this state” in Section 6203 and in the definition of that phrase.

10.03.01. The words “A retailer engaged in business in the County” for the purposes of the use tax shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

10.03.02. All amendments to the provisions of Part 1 (commencing with Section 6001) relating to the sales and/or use tax and not inconsistent with this part shall automatically become a part of the ordinance. However, no amendment shall operate so as to affect the rate of tax imposed by the Authority’s board.

The amount subject to tax shall not include the amount of any sales tax and/or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law (Part 1.5 (commencing with Section 7200)) or the amount of any state-administered transactions or use tax.

This Ordinance shall be deemed to adopt by reference the provisions of Sections 7261 and 7262, as now in effect or later amended. Such sections shall control to the extent such sections conflict with provisions herein.

SECTION 11. ADDITIONAL PERMIT NOT REQUIRED.

11.01 If a seller's permit has been issued to a retailer under section 6067 of the California Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

SECTION 12. EXEMPTIONS AND EXCLUSIONS.

12.01 The amount subject to tax pursuant to this Ordinance shall not include the amount of sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, or the amount of any state-administered transactions or use tax.

12.02 There are exempted from the transactions tax portion of the transactions and use tax authorized pursuant to this Ordinance:

12.02.01. The gross receipts from the sale of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of the aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

12.02.02. The sales of property to be used outside the County which are shipped to a point outside the County, pursuant to the contract of sale, by delivery to that point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point.

a. For purposes of this Ordinance, "delivery" of vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code shall be satisfied by (i) registration to an out-of-County address; and, (ii) by a declaration under penalty of perjury, signed by the buyer, stating that the address is, in fact, his or her principal place of residence.

b. For purposes of this Ordinance, "delivery" of commercial vehicles shall be satisfied by (i) registration to a place of business out of County; and, (ii) a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

12.02.03. The sale of tangible personal property is exempt from the tax authorized by this Ordinance if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance.

12.02.04. A lease of tangible personal property which is a continuing sale of that property is exempt from the tax authorized by this Ordinance for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the Operative Date of this Ordinance.

12.02.05. For purposes of Section 12.02 subparagraphs C and D, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not that right is exercised.

12.03 There are exempted or excluded from the use tax portion of the transactions and use tax authorized pursuant to this Ordinance:

12.03.01. Except as provided in B, A retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

12.03.02. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer is required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

12.03.03. The amount subject to tax shall not include the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley- Burns Uniform Local Sales and Use Tax Law (Part 1.5 (commencing with Section 7200)) or the amount of any state-administered transactions or use tax.

12.03.04. The storage, use, or other consumption of tangible personal property, other than fuel or petroleum products, purchased by operators of aircraft, and used or consumed by the operators directly and exclusively in the use of the aircraft as common carriers of person or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government is exempt from the use tax. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the California Revenue and Taxation Code.

12.03.05. The storage, use, or other consumption in the County of tangible personal property is exempt from the tax if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance.

12.03.06. The possession of, or the exercise of any right or power over, tangible personal property under a lease which is a continuing purchase of the property is exempt from tax for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease entered into prior to the Operative Date of this Ordinance.

12.03.07. For the purposes of subsections 12.03.05 and 12.03.06, the storage, use, or other consumption of, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not the right is exercised.

12.03.08. Any person subject to use tax under this Ordinance may credit against that tax or any transactions tax, or to reimbursement for a transactions tax paid to a district or retailer in a district imposing a transactions and use tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code.

SECTION 13. PLACE OF SALE.

13.01 For the purposes of this Ordinance, all retail transactions are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated for the purpose of a transaction tax imposed by this Ordinance shall be determined under rules and regulations to be prescribed and adopted by the Department.

SECTION 14. BONDING AUTHORITY.

14.01 The Authority shall have the power to sell or issue, at any time, and from time to time, limited tax bonds or other obligations payable from and secured by the proceeds from the sales tax authorized by this Ordinance to finance and refinance the transportation projects identified in the Expenditure Plan.

14.02 The maximum bonded indebtedness which may be outstanding at any one time shall be an amount equal to the sum of the principal of, and interest on, the bonds, but not to exceed the estimated proceeds of the tax. The amount of bonds outstanding at any one time does not include the amount of bonds, refunding bonds, or bond anticipation notes for which funds necessary for the payment thereof have been set aside for that purpose in a trust or escrow account.

SECTION 15. AMENDMENTS TO EXPENDITURE PLAN.

15.01 The Authority may annually review and propose amendments to the Expenditure Plan to provide for the use of additional federal, state, and local funds, to account for unexpected

revenues, or to take into consideration unforeseen circumstances. The Authority may not amend the sales tax revenue allocations by category set forth in the Expenditure Plan as the allocations may be amended only if two-thirds majority of the electors vote to approve.

15.02 Amendments to the Expenditure Plan must be passed by a two-thirds majority vote of the Authority board's total membership by a roll call vote entered in the minutes of the Authority following a noticed, public hearing of the Authority. Notice of the public hearing shall be published pursuant to Government code section 6062. Subsequently, the Authority shall notify the Board of Supervisors, the City Council of each city in the county and provide each with a copy of the proposed amendment(s). Pursuant to Public Utilities Code section 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, the Authority shall hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.

15.03 In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's governing body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Expenditure Plan will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

15.04 The Expenditure Plan shall be updated by the Authority every five years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board and as reflected in its current Madera County Regional Transportation Plan. Any changes to the Expenditure Plan must be adopted with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority.

SECTION 16. AMENDMENTS TO THIS ORDINANCE.

16.01 This Ordinance may be amended to further its purposes. The Authority shall establish a process for proposed Ordinance amendment(s) which ensures that the Authority committees established by this Ordinance participate in the development of the proposed Ordinance amendment(s).

16.02 Upon completion of that process, amendment(s) to this Ordinance must be passed by a two-thirds majority of the Authority board's total membership by a roll call vote entered in the minutes of the Authority. The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062.

16.03 In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's policy decision-making body must, by a majority vote, determine

to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

SECTION 17. AUTHORITY COMMITTEES.

17.01 The following committee structure is established to advise the Authority in the administration of the Expenditure Plan and this Ordinance:

17.02 An independent Measure T Citizens Oversight Committee is to be established to review the independent fiscal audits of the expenditure of the tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Board of the Authority. The Measure T Citizens Oversight Committee is responsible for oversight of the proper use of sales tax funds and implementation of the programs and projects set forth in the Expenditure Plan and making recommendations to the Board of the Authority. The committee is not a policy making body. The Measure T Citizens Oversight Committee shall consist of one representative from each of the five Supervisorial Districts in the County plus an alternate. Members of the Measure T Citizens Oversight Committee shall not be members of any other Authority or MCTC/MCTA committee(s). They may not be current or former employees of the County of Madera or the Cities of Chowchilla or Madera with less than three years of separation of employment.

17.03 The Measure T Oversight committee will meet a minimum of four times each year to review quarterly revenue generated by Measure T and expenditures made by the City of Madera, the City of Chowchilla, the County of Madera, and the Madera County Transportation Authority using Measure T funds; however, they may call additional meetings.

SECTION 18. STATUTORY AMENDMENTS.

18.01 All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

SECTION 19. CREATION OF SEPARATE ACCOUNT.

19.01 All retail transactions and use tax revenue, plus interest, will be deposited in a special fund for the projects identified in the Expenditure Plan. The fund(s) authorized under this Ordinance will be administered by the Authority.

19.02 The Authority shall allocate funds to projects and programs identified in the Expenditure Plan as necessary to meet contractual and program obligations. The Authority may allocate funds as described but may reserve the right not to disburse monies until needed to meet contractual project or program obligations. Each agency receiving funds from this Ordinance shall deposit said funds in a separate interest-bearing account. Any interest earned on funds allocated pursuant to this Ordinance shall be expended only for those purposes for which the funds were allocated or shall be returned to the Authority. The Authority reserves the right to audit such accounts.

SECTION 20. CALIFORNIA ENVIRONMENTAL QUALITY ACT.

20.01 This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Prior to the commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed.

SECTION 21. IMPLEMENTING ORDINANCES.

21.01 Upon approval of this Ordinance by the voters, the Authority may, in addition to the local rules required to be provided pursuant to this Ordinance, adopt implementing ordinances, rules and administrative procedures, and take such other actions as may be necessary and appropriate to carry out its responsibilities to implement the Expenditure Plan.

SECTION 22. DESIGNATION OF FACILITIES.

22.01 Each project or program in excess of \$250,000 funded in whole or in part by revenues from this Ordinance shall be clearly designated in writing by signs and/or documents, during its construction or implementation as being funded by revenues from this Ordinance.

SECTION 23. CONTRACTING FOR PROJECT DELIVERY.

23.01 The Authority shall have the power to contract for project delivery of any project or program of the Expenditure Plan if all of the jurisdictions affected by the project agree and if the Authority finds that:

23.01.01. The project could be delivered faster under a contract issued by the Authority;
or

23.01.02. A contract by the Authority would provide economies of scale and reduce project costs.

SECTION 24. ANNUAL REPORT.

24.01 An annual report identifying the actions and accomplishments of the Authority in meeting the adopted Expenditure Plan will be prepared by the Authority not later than 180 days following receipt of the fiscal year audit. The report will detail the amount of funds collected and expended and the status of projects required or authorized to be funded for the purposes of this Ordinance.

SECTION 25. SEVERABILITY.

25.01 If any section, part, provision, clause or phrase of this Ordinance or the application thereof to any person or circumstances is for any reason held invalid or unconstitutional, the remaining portions of this Ordinance and the application of such provisions to other persons or circumstances shall not be affected but shall remain in full force and effect.

SECTION 26. ANNUAL APPROPRIATIONS LIMIT.

26.01 Article XIII B of the California Constitution requires the establishment of an annual appropriations limit for certain governmental entities. The maximum annual appropriations limit for the Authority has been established as \$30 million. The appropriations limit shall be subject to adjustment as provided by law. All expenditures of the retail transaction and use tax revenues authorized pursuant to this Ordinance are subject to the appropriations limit of the Authority.

SECTION 27. ENJOINING COLLECTION FORBIDDEN.

27.01 No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code, or Division 19(commencingwithSection180000) of the California Public Utilities Code, of any tax or any amount of tax required to be collected.

SECTION 28. CAPTIONS.

28.01 The titles and headings to the sections set forth in this Ordinance are not part of this Ordinance and shall have no effect upon the construction or interpretation of any part hereof.

The foregoing Ordinance was Introduced on July 23, 2025 and adopted this ____ day of ____ 2025, by the following vote:

Commissioner Rodriguez, Chair, voted: _____

Commissioner Poythress, Vice-Chair voted: _____

Commissioner Ahmed voted: _____

Commissioner Macaulay voted: _____

Commissioner Rogers voted: _____

Commissioner Zacharia voted: _____

Chair, Madera County 2006 Transportation Authority

Executive Director, Madera County 2006 Transportation Authority

Approved as to legal form
Authority Counsel

EXHIBIT “A”

Measure T Expenditure Plan

Madera County voters are being asked to renew Measure T as a 20-year, ½ cent sales tax to continue to maintain and improve local streets and roads and the overall transportation systems.

The 2024 Measure T Expenditure Plan (“Plan”) was developed through a comprehensive public outreach program that asked residents to identify their priorities for future transportation programs and projects. The plan was developed by the Measure T Steering Committee which met between October 2023 and April of 2024. Four members from each supervisorial district were independently selected based on applications submitted.

Outreach included:

- Development of a Measure T website with all information relevant to past expenditures, plans, and impacts of Measure T on the County and the Cities of Chowchilla and Madera.
- More than 30 meetings with community organizations and leaders representing diverse viewpoints.
- A series of nine Town Hall Public Meetings.
- Online engagement, including the use of a participatory budgeting tool.
- Mailer to all County residents and businesses.
- Print ads in local newspapers promoting engagement opportunities.
- Social media ads and posts promoting engagement opportunities.

Additionally, two statistically valid telephone polls of all County residents were conducted. The renewal of Measure T will:

- Generate approximately \$22 million per year based on ½ cent sales tax for an estimated total of \$440 million throughout the measure’s lifetime.
- Be used for LOCAL projects and LOCAL priorities, prohibiting Sacramento from taking possession of these funds.
- Allow local jurisdictions to continue to compete for State and Federal grants and leverage funds, thereby increasing revenues.
- Deliver an Expenditure Plan with an increased emphasis on local streets and roads maintenance; and
- Include a Citizens Oversight Committee (COC) to ensure projects and programs in the Plan are funded and/or complete

The Expenditure Plan

Revenue Estimates and Distribution

Over the 20-year plan, it is estimated that \$440 million will be generated for local transportation investments. The estimated \$440 million was calculated based on a five-year average of sales tax revenues throughout the county, which was then reduced to reflect a conservative estimate.

The estimated revenue and allocation among categories are based on the 2024 value of money and are not binding or controlling. Transportation sales tax funds shall be allocated based on the percentage of revenue received.

This funding will serve as an investment that will leverage future local, State, and Federal grant opportunities. Funds will be used for all phases of project implementation, including planning, environmental, permits, design, right-of-way, and/or construction capital and operations projects. State and Federal fund sources that may also be used to implement transportation projects and programs in the next decade include the State Regional Transportation Improvement Program (STIP), Inter-Regional Transportation Improvement Program (ITIP), Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law, [BIL]), Federal Congestion Mitigation Air Quality, Regional Surface Transportation Funds, and Local Funding (e.g., developer fees, general funds, and Transportation Development Act funds).

All revenue estimates and allocations in this Plan are for illustrative purposes. Actual net revenues may fall above or below the projections in the Expenditure Plan; therefore, actual revenue allocations to each category will be based on the percentages contained herein.

No revenue generated from this tax shall be used to replace fair share contribution from new development.

Revenues provided from this measure shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial, or industrial development in Madera County or its cities.

Maintaining Local Transportation Funding Efforts

The local jurisdictions will certify in an annual verification submitted to Madera County Transportation Authority (MCTA) that these transportation funds will be used to augment and not supplant local resources spent. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in the Ordinance will be used.

Eligibility Verification

The cities and County will select transportation projects that meet the eligibility criteria identified in this Plan. The local jurisdictions will certify in the annual verification submitted to the MCTA that these transportation funds were used for eligible expenses.

Local Streets and Roads, 80% with 10% Set Aside for Disadvantaged Communities \$352 Million Total with \$35.2 Million for Disadvantaged Communities

Recognizing that streets are the backbone of our transportation system, this Plan provides funds to local cities and Madera County, distributed primarily based on population adjusted annually based on Census Data from the State Department of Finance.

Each jurisdiction will annually identify specific streets and roads that will be prioritized for repair and/or refurbishment and hold annual public meetings to review the proposed plan prior to adoption by the local jurisdiction and the MCTA board.

Each jurisdiction shall have the flexibility to allocate funds based on the unique needs of its communities to address:

- Local Street and Road Maintenance
- Evacuation Planning
- Safe Routes to School
- Bike and Pedestrian/Active Transportation Definition of Local Streets and Roads

Local Streets and Roads include roads that primarily serve local and regional traffic in the City and County areas, including Local neighborhood/residential streets, Major/Minor Collectors, Principal/Minor Arterials, and Local Expressways, as well as local alley ways.

- These funds may be used for:
- Repair and maintenance of local roadways. These funds must be used to augment current transportation spending and cannot be used to replace a local jurisdiction's general fund expenditures.
- Upgrades to local intersections, road widening, signalization, bridge replacements and/or traffic calming methods.
- Projects that include local connectivity between communities, local schools, trails, and recreation facilities.
- Evacuation planning and preparedness.
- Maintaining, improving, or constructing streets, roads, bridges, and bicycle and pedestrian facilities.
- Community enhancements, such as downtown streetscapes, transportation enhancements, wayfinding, and accessibility improvements, street lighting, street furniture, and trees.
- Safety improvements.
- Programs that reduce transportation demand.
- Storm damage repair to transportation facilities.
- Roadway facilities.
- Traffic signal coordination, intersection and channelization, and traffic management.
- Alleys, pathways, and other routes.
- Stormwater collection management to prevent roadway flooding, prioritizing locations of historic flooding and/or washouts.
- Funds may be used for regional or transit projects as defined in the plan at the discretion of the jurisdiction.

Definition of Disadvantaged Communities

For purposes of this measure, MCTA will use screening from the US Climate and Economic Justice Screening tool (CEJST). The tool uses datasets as indicators of burdens. The burdens are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Jurisdictions may also use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collector.

Regional Projects, 14.5% \$63.8 Million

These funds will be used for planning, project development, right-of-way, and/or construction of major corridor capital projects. Proposed regional projects may be at different stages of implementation. All proposed projects will have been included in the most recently adopted MCTC Regional Transportation Plan. Local jurisdictions will submit projects for consideration and/or approval by the MCTA Board.

Transit, 4% \$17.6 Million

Funds will be used for public transit operations, maintenance, and infrastructure improvements. They may also supplement local, state, and federal funds for cost of transit service. These funds will be allocated by population to public transit providers to support or enhance public transit service throughout the region. This may include increasing frequency of service, identifying new routes, and/or investing in ride sharing services. These funds may be used for specialized need-based door-through-door transportation and other services for all residents including students, seniors, veterans, and persons with disabilities.

1.5% Administrative Expense Cap \$6.6 Million

These funds may be used for the following tasks:

- Contracting with an independent financial auditor to review all annual Measure T revenues and expenses.
- Contracting with any additional auditor, consultant, etc. to perform additional reviews as needed.
- Maintenance of a Measure T specific website which will include information regarding the actions of the COC and updates as to how Measure T funds were used by local agencies.
- Staffing and support for the COC, including agendas, staff reports, minutes, and financial statements.
- General public outreach and support to provide transparency regarding Measure T expenditures and work performed by the jurisdictions.

- An annual bilingual report to include investments made by each jurisdiction using Measure T funds, including specific projects, tasks, or work performed:
 - Including project status (completions, milestones)
 - Specific references to actual investments made by jurisdiction, by project, and by location.
- Any other required or necessary administrative task.
- Reimbursement for travel to and from COC meetings at the current Federal rate for mileage and public transit.
- Relevant training for members.

Expenditures on staff salaries, wages, benefits, and overhead necessary to administer the program will be limited to no more than one percent (1%) of the annual gross revenues provided by the measure.

Safeguards Built Into The Plan

This Expenditure Plan includes taxpayer safeguards to ensure that the projects and programs allowed by voters are funded and delivered.

Citizens Oversight Committee (COC)

An independent Citizens Oversight Committee will be created to provide an enhanced level of accountability for expenditures made under the Plan to ensure that the financial integrity and performance of the program(s) are maintained. The committee will include one representative and one alternate from each Supervisorial District. These are all volunteer positions. Members will be selected based on a review of applications and/or interviews conducted by the current COC Chair, the finance officer from the Madera County Transportation Commission (MCTC), and a third mutually agreed upon individual preferably with a background in accounting and/or citizen oversight. Applicants with accounting, transportation, or government experience are encouraged to apply but this experience is not a requirement. Members will then be approved by the MCTA Board. Members must meet the following criteria:

- Be a United States citizen, over 18, and a resident of the District represented.
- Not be a current or former elected official less than three years out of office.
- Not be a public employee, spouse, or child of any of the MCTC member agencies or MCTC.
- Not be a former public employee of any of the MCTC member agencies or MCTC with less than three years from separation.
- Agree to complete California Statements of Economic Interest (Form 700) on an annual basis. Appointments will be for four years with the first committee members from District 2 and 4 serving two years and four years thereafter. The COC will select a Chair every two years who will be responsible for conducting the meeting; however, this position has no greater authority than any other member. The Chair will make formal presentations to the MCTA Board on not less than a quarterly basis.

The Citizens Oversight Committee will be governed by its own bylaws which will be adopted by the Citizens Oversight Committee.

Annual Independent Audit and Annual Reporting

The COC may select qualified firms to provide an additional review of the completed annual fiscal and compliance audits, submitted expenditure reports, and any other available information to assure that the revenues expended are reasonable and compliant with the approved Expenditure Plan. The audits and the Annual Report must be published and made available to the public.

Sunset Date

This measure terminates in 20 years.



STAFF REPORT
Board Meeting of October 22, 2025

AGENDA ITEM: 10-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

A verbal update from staff will be provided regarding Measure T Renewal implementation efforts.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.