



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/84108147082?pwd=QsVVmPXj-LnWbVXaFQF3gaNcRn2lpA.veiNrlpAsgFvCFtx>

Webinar ID: 841 0814 7082

Passcode: 201890

Telephone: US: +1 408 638 0968

DATE

June 19, 2024

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

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



This meeting is also being conducted by teleconference at the following location:
396 Tahoe Woods Boulevard
Tahoe City, CA 96145

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

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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. Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

4-B. Unmet Transit Needs FY 2024-25 Analysis and Recommendations Report

Enclosure: Yes

Action: Accept the Unmet Transit Needs FY 2024-25 Analysis and Recommendations Report

4-C. Social Services Transportation Advisory Council Appointments

Enclosure: Yes

Action: Approve the Social Services Transportation Advisory Council applications for appointment:

- a. Sabrina Garibay to represent a Local Social Service Provider for Persons with Disabilities
- b. Mattie Mendez to represent a Local Social Service Provider for Older Adults
- c. Cynthia Ortegon to represent a Potential Transit User Who Has a Disability
- d. Frank Simonis to represent a Potential Transit User Who Has a Disability

4-D. Letters of Opposition – AB 6 (Friedman) Transportation planning: regional transportation plans: reduction of greenhouse gas emissions

Enclosure: Yes

Action: Information and Discussion Only

4-E. Sustainable Community Strategy Consistency – Community Driven Planning: Expanding Clean Mobility Access in San Joaquin Valley

Enclosure: Yes

Action: Information and Discussion Only

4-F. Support Letter for Joint Legislative Budget Plan Proposal for Regional Early Action Planning Grants of 2021 (REAP 2.0)

Enclosure: Yes

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. Public Hearing: DRAFT 2025 Federal Transportation Improvement Program (FTIP), Draft 2022 Regional Transportation Plan Amendment 2, and DRAFT Corresponding Conformity Analysis

Enclosure: Yes

Action: Conduct Public Hearing

5-B. State Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

5-C. Award Contract – Madera County Regional Growth Forecast

Enclosure: No

Action: Authorize staff to negotiate and enter a contract with PlaceWorks in an amount not to exceed \$65,000 to provide services for the Madera County Regional Growth Forecast

5-D. Award Contract – 2026 Sustainable Communities Strategy Development

Enclosure: No

Action: Authorize staff to negotiate and enter a contract with LSA Associates, Inc. in an amount not to exceed \$456,000 to provide services for the 2026 Sustainable Communities Strategy Development

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

6. 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 – May 29, 2024

Enclosure: Yes

Action: Approve May 29, 2024, Meeting Minutes

7-B. Transportation Development Act (TDA) Fund Compliance Audit for Fiscal Year ended June 30, 2023: City of Chowchilla

Enclosure: Yes

Action: Accept TDA Compliance Audit Report for FY ended June 30, 2023: City of Chowchilla

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.](#) Measure “T” Fund Compliance Audit Report for FY ending June 30, 2023: City of Chowchilla

Enclosure: Yes

Action: Accept Measure T Compliance Audit Report for FY ending June 30, 2023: City of Chowchilla

[9-B.](#) Measure T Citizens’ Oversight Committee Annual Report

Enclosure: Yes

Action: Accept the Measure T Citizens’ Oversight Committee Annual Report

[9-C.](#) Measure T FY 2024-25 Draft Annual Work Program

Enclosure: Yes

Action: Information and Discussion Only

[9-D.](#) Special Meeting Executive Minutes – June 12, 2024

Enclosure: Yes

Action: Approve June 12, 2024, Special Meeting Minutes

10. AUTHORITY – ACTION/DISCUSSION ITEMS

[10-A.](#) Consider Adoption, Second Reading of an Ordinance to renew Measure T Sales Tax – Before the Madera County 2006 Transportation Authority, Ordinance No. 2024-01

Enclosure: Yes

Action: Waive reading and Adopt Ordinance No. 2024-01

[10-B.](#) Request call for special election, to be consolidated with the general election, by the Board of Supervisors, and request extension of the Authority’s term – Resolution 2024-02

Enclosure: Yes

Action: Approve Resolution 2024-02, requesting a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with statewide general election to be held on November 5, 2024, and requesting the extension of the Authority’s term and certain related matters

[10-C.](#) Amend Contract – Measure T Sales Tax Extension Public Outreach and Education

Enclosure: Yes

Action: Approve amended contract with DKS Associates

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 June 19, 2024

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Opening Date	NOFO	Operating Administration/Office	Closing Date
Large Bridge NOFO: September 27, 2023	Bridge Investment Program	Federal Highway Administration	Large Bridge: August 1, 2024
Bridge Projects: December 20, 2023 Bridge Planning Grants: December 20, 2023	Bridge Projects Planning and other Bridge Projects	Federal Highway Administration	Bridge Project Grants: 11/1/2024 Planning Project Grants: 10/1/2024
2/21/2024	Safe Streets and Roads for All (SS4A)	Office of the Secretary	Planning & Demonstration: 8/29/2024
5/9/2024	Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) Grants	Pipeline and Hazardous Materials Safety Administration	6/20/2024

5/13/2024	Strengthening Mobility & Revolutionizing Transportation (SMART)	Office of the Secretary	7/12/2024
5/15/2024	Federal State Partnership for Intercity Passenger Rail (NEC)	Federal Railroad Administration	7/14/2024
5/23/2024	Pilot Program for Transit Oriented Development Planning	Federal Transit Administration	7/22/2024
5/30/2024	Charging and Fueling Infrastructure Programs (includes NEVI)	Federal Highway Administration	8/28/2024
June 2024	National Culvert Removal, Replacement, & Restoration	Federal Highway Administration	
June 2024	Low-Carbon Transportation Materials Grants – Round 2 Non-State	Federal Highway Administration	
June 2024	Railroad Crossing Elimination	Federal Railroad Administration	
July 2024	Rural and Tribal Assistance Pilot Program	Office of the Secretary	
July 2024	Reconnecting Communities Pilot Program	Office of the Secretary	
July 2024	Strengthening Mobility & Revolutionizing Transportation (SMART) Grants	Office of the Secretary	
July 2024	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Federal Highway Administration	
July 2024	Regional Infrastructure Accelerators Demonstration Program	Office of the Secretary	
Fall 2024	Federal-State Partnership for Intercity Passenger Rail (National)	Federal Railroad Administration	
Fall 2024	Local and Regional Project Assistance Grants (RAISE)	Office of the Secretary	

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 4-B

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Unmet Transit Needs FY 2024-25 Analysis and Recommendations Report

Enclosure: Yes

Action: Accept the Unmet Transit Needs FY 2024-25 Analysis and Recommendations Report

SUMMARY:

MCTC staff has prepared an Analysis and Recommendations Report for the Unmet Transit Needs process for FY 2024-25. The MCTC Policy Board approved the Unmet Transit Needs finding at the May 29, 2024, meeting by Resolution 24-05. The report includes a summary of the findings for potential unmet transit needs, an analysis of the size and location of groups likely to be dependent on transit, and the methods and materials used in the unmet transit needs process. The full report can be found on the MCTC website [here](#).

For more information, please contact Natalia Austin at naustin@maderactc.org or 559-675-0721 ext. 6.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

UNMET TRANSIT NEEDS

FY 2024 - 25

Analysis and Recommendations Report



June 2024



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Summary

Background

Every year, pursuant to the California Transportation Development Act (TDA), as the Regional Transportation Planning Agency (RTPA) for Madera County, Madera County Transportation Commission (MCTC) is responsible for the administration of the Transportation Development Act (TDA) funds. TDA funds, which are funded through ¼ percent of the statewide sales tax, are the primary funding source for most transit systems. The administration of TDA funds includes the annual unmet transit needs process, which has three key components: soliciting testimony on unmet transit needs; analyzing needs in accordance with adopted definitions of unmet transit need and reasonable to meet; and adoption of a finding regarding unmet transit needs that may exist for the upcoming fiscal year. These tasks are to be performed in consultation with the Social Service Transportation Advisory Council (SSTAC). At a minimum, the annual unmet transit needs finding process requires MCTC to conduct the following:

1. Establish or maintain a Social Services Transportation Advisory Council (SSTAC) to participate in the identification of unmet transit needs and determine whether those identified needs are reasonable to meet. The composition of the SSTAC is set forth in statute and consists of representatives of the following members:
 - a. One representative of potential transit users who are 60 years of age or older.
 - b. One representative of potential transit users who have a disability.
 - c. Two representatives of the local service providers for older adults, including one representative of a social service transportation provider if one exists.
 - d. Two representatives of local social service providers for those with disabilities, including one representative of a social service transportation provider, if one exists.
 - e. One representative of a local social service provider for persons of limited means.
 - f. Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
2. Coordinate with the SSTAC and MCTC Policy Board to determine definitions for both “unmet transit needs” and “reasonable to meet.”
3. Identify transit needs, which have been considered as part of the transportation planning process.
4. Hold at least one public hearing to receive public comments regarding unmet transit needs.
5. Meet with SSTAC members to identify potential unmet transit needs and analyze those transit needs using the MCTC Policy Board’s adopted definitions of “unmet transit needs” and

“reasonable to meet” (adopted definitions provided on Page 3 of this report). As part of the “reasonable to meet” determination, MCTC staff and the SSTAC must consider whether a transit operator can reasonably accommodate an unmet need and still maintain the required farebox ratio established under the TDA.

6. Adopt by resolution a finding regarding transit needs that may be reasonable to meet. The MCTC Policy Board makes one of the following three possible findings:
 - a. There are no unmet transit needs, or
 - b. There are no unmet transit needs that are reasonable to meet, or
 - c. There are unmet transit needs, including needs that are reasonable to meet.

If it is found that there are unmet transit needs that are reasonable to meet, those transit needs must be met before any TDA funds can be allocated for other purposes, such as streets and roads.

Summary of the Findings for the FY 2024-2025 Unmet Transit Needs Assessment

On May 29, 2024, the MCTC Policy Board adopted Resolution Number 24-05, approving the SSTAC's unmet transit needs findings for FY 2024-25.

During the "Unmet Transit Needs" Public Hearing on Wednesday, April 24, 2024, the MCTC Policy Board received three public comments. Comments were also received at public workshops, through an online survey, and by mail.

Analysis and Recommendations

The SSTAC reviewed twenty-seven comments. Seventeen of the comments were identified as potential unmet transit needs and were evaluated using the "unmet transit need" and "reasonable to meet" definitions. The SSTAC has made the following recommendations for each jurisdiction:

SSTAC Recommendation for Madera County: There are unmet transit needs, including needs that are reasonable to meet.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs that are reasonable to meet.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs that are reasonable to meet.

MCTC Staff concur with the SSTAC recommendations for all three jurisdictions.

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for Madera County (MCC) are as follows:

- CONNECT TO MERCED, SPECIFICALLY TO THE MERCED AMTRAK STATION

SSTAC Recommendation: Not an unmet transit need

Discussion: There is not enough documented demand for a route to Merced. There was a route in the past that was discontinued due to low ridership. There are options to get to Merced Amtrak utilizing existing local transit service combined with rail service. The Madera Metro Blue Line serves the Madera Amtrak Station (MDR). Amtrak tickets from Madera to Merced cost \$9.00 for a direct one-way trip and have six different time options. The train ride takes less than 35 minutes.

- ADD LATER SERVICE TO/FROM THE COMMUNITY OF LA VINA, SO RIDERS CAN MAKE IT BACK HOME FROM APPOINTMENTS THAT RUN LATE.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: There is not enough documented demand to provide later Fixed Route service to and from La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Yes	Yes	Will be determined with microtransit study	Yes

- ADD MORE FREQUENT FIXED ROUTE SERVICE IN THE COMMUNITY OF LA VINA

SSTAC Recommendation: Unmet transit need, not reasonable to meet.

Discussion: There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Yes	Yes	Will be determined with microtransit study	Yes

- PROVIDE SERVICE TO VALLEY CHILDREN’S HOSPITAL AT 8PM (EVENING) AND BACK TO YOSEMITE AVENUE IN MADERA AT 7AM (MORNING)

SSTAC Recommendation: Unmet transit need, not reasonable to meet.

Discussion: There is not enough documented demand for transit service to Valley Children’s Hospital in the evenings. The microtransit study will provide guidance on the amount of ridership needed to support this service if implemented.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Unknown - There was only one comment regarding this need	Unknown - It is unclear how many people this will benefit	Will be determined with microtransit study	Yes

- PROVIDE MEDICAL TRANSIT SERVICE FROM THE MOUNTAINS (EASTERN MADERA COUNTY) TO HOSPITALS IN FRESNO, MADERA, OR MARIPOSA

SSTAC Recommendation: Unmet transit need, not reasonable to meet.

Discussion: The County provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays. Some residents are not healthy enough to utilize this service, since the ride and wait times can be long. In some instances, riders are dropped off in the morning for their appointments and then wait to get picked up, in some cases several hours later, after the rest of the riders are done with their appointments to head back home. The County believes that microtransit service will assist in making these medical trips more convenient, increasing the benefit to residents.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Yes	Yes	Will be determined with microtransit study	Yes

- ADD A STOP CLOSER TO ROAD 200 IN NORTH FORK

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: There is not enough documented demand for a new stop that would add ten minutes or more to the route at this time.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Unknown - There was only one comment regarding this need	Unknown - It is unclear how many people this will benefit	Will be determined with microtransit study	Yes

- ADD A BUS SHELTER AT THE STORE IN LA VINA

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: There is not sufficient room for a bus shelter at the store; however, the County will continue to work with the store owner to find a solution. There may be a stop added on the other side of the street where there are planned sidewalks. Most of the MCC stops are in the unincorporated area that lacks infrastructure like sidewalks to add an ADA compliant shelter.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
No – Existing infrastructure will not support a shelter	Yes	Yes	Yes	Yes

- ADD TRASH CANS AT THE STOPS IN LA VINA

SSTAC Recommendation: Not an unmet transit need

Discussion: The County transit administration will not allow trash cans at the stops because of the sustained maintenance that would be required.

- ADD MORE LIGHTING AT THE BUS STOPS AND ALONG THE ROUTES TO BUS STOPS IN LA VINA; ADD LIGHTED SCHEDULES TO SHOW IF THE BUS IS RUNNING ON TIME

SSTAC Recommendation: Unmet transit need, reasonable to meet

Discussion: The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. However, the app may not perform well in areas with weak internet service. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Yes	Yes	Yes	Yes	Yes

- ADD MORE SHELTERS AND BENCHES AT STOPS IN LA VINA

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
No – lack of support infrastructure prevents installation in many locations	Yes	Yes	Yes	Yes

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for the City of Madera (Madera Metro) are as follows:

- TRAVEL TO ST. AGNES MEDICAL CENTER IN FRESNO BY MADERA METRO DIAL-A-RIDE

SSTAC Recommendation: Not an unmet transit need

Discussion: There are options to get to Fresno for medical appointments from Madera. Madera County provides fixed route service from Madera to Valley Children’s Medical Center, where riders can connect to Fresno Area Express to get to destinations (including medical) in the City of Fresno. Madera County also provides the Medical Escort service on Tuesday, Wednesday, & Thursday specifically for medical trips to the Fresno and Clovis Area.

- ADD SERVICE ON SUNDAYS IN THE CITY OF MADERA

SSTAC Recommendation: Not an unmet transit need

Discussion: Dial-a-ride service is available on Sundays. A greater need would have to be established (i.e. community acceptance, potential ridership) before amending the budget and contracting with MV Transit to add a fixed route service on Sundays. Even though utilizing Dial-a-ride requires an advance reservation, same-day service is available if there are cancellations. The City of Madera conducted a Transit Plan Services Assessment that was completed in July 2023. The newest route changes that have been implemented have been based on the results of the assessment.

- PROVIDE A STOP NEAR SHERWOOD WAY TO GET TO MADERA COLLEGE

SSTAC Recommendation: Not an unmet transit need

Discussion: To get to Madera City College from Sherwood Way, there are a couple of options. A rider can reserve Dial-a-Ride to get to the college, or they can use the fixed route system. To use the fixed route system, get on the bus at one of the three bus stops along Sherwood Way. Take the blue line to Walgreens, then transfer to the green line to get to the college.

- PROVIDE SERVICE AFTER 5:30 PM IN THE CITY OF MADERA

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: Many events, including public meetings, begin at the end of the business day. Providing public transit service later in the evenings would provide transit dependent persons with increased mobility options. However, when the City surveyed residents as part of its recent needs assessment, later service was not an issue. The need for later service would need to be established by further analysis and demonstrated possibly by a pilot study.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Unknown	Unknown – There was only one comment regarding this need	Yes	Unknown	Yes

- PROVIDE SERVICE TO ALL THE CAMARENA CLINICS

SSTAC Recommendation: Not an unmet transit need

Discussion: All but two of the Camarena clinics are being served by the current route system in the city. In most cases, the riders are dropped off right at the clinic.

- ABILITY FOR USERS TO SAVE THE TRANSIT SCHEDULES

SSTAC Recommendation: Not an unmet transit need

Discussion: There are many ways for Madera Metro transit users to access and save the schedules. They are available in hardcopy or for download on the agency’s website.

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for the City of Chowchilla are as follows:

- PROVIDE SERVICE UNTIL 5PM AND ADD WEEKEND SERVICE IN CHOWCHILLA

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: Several years ago, the City approved a pilot program with extended hours until 5 pm. For two years it was underutilized, so the service was discontinued. The City will continue to monitor community needs to determine if there should be an extension of service hours based on information collected during outreach efforts and ridership data.

Reasonable to Meet Requirements

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Unknown - it is unclear how many residents of Chowchilla would utilize the service in the evenings and on weekends	Unknown – There was only one comment regarding this need	Unknown	Unknown	Yes

The rest of the comments received were determined to be either operational or non-transit issues. These comments were forwarded to the appropriate agencies to be addressed.

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

The existing systems are:

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

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

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

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

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

Unmet Transit Needs Process

Transportation Development Act Requirements

Unmet transit needs became an annual focus of transportation planning agencies in 1978, when the Transportation Development Act (TDA) was changed to require a specific transit finding that there are no unmet transit needs that are reasonable to meet before local TDA funds could be allocated for other non- transit purposes.

The following outlines MCTC's currently adopted unmet transit needs assessment process, pursuant to the requirements established in the TDA:

Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes of subdivision (f) of Section 99400, MCTC must annually do all of the following:

- (a) Consult with the social services transportation advisory council established pursuant to Section 99238.
- (b) Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
 1. An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, older adults, persons with disabilities, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.
 2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).
 3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
 4. An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400. This analysis is only required, however, upon receipt by the transportation planning agency of a request of an interested party identifying a potential need.

- (c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency’s determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.
- (d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.
- (e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.
- (f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

Definition of “Unmet Transit Need” and “Reasonable To Meet”

The MCTC Policy Board adopted definitions of “unmet transit needs” and “reasonable to meet” per resolution 22-01, on April 20, 2022, as follows:

Unmet Transit Needs:

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans

with Disabilities Act (ADA). The Commission has determined that its definition of the term “**reasonable to meet**” shall apply to public or specialized transportation services that meet the following minimum criteria:

1. Feasibility

- The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
- Sufficient ridership potential exists for new expanded, or revisited transit services.
- The proposed transit service will be safe and comply with local, State, and federal law.

2. Community Acceptance

- The proposed transit service has community support from the general public, community groups, and /or community leaders.

3. Benefit to Population

- The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.

4. Cost-Effective

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.

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

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

Social Services Transportation Advisory Council (SSTAC)

As previously identified, TDA regulations require MCTC to annually consult with the Social Services Transportation Advisory Council (SSTAC) to identify the region’s transit needs prior to making any

allocation of TDA funds not directly related to public transportation services or facilities provided for the exclusive use of pedestrians and bicycles. Pursuant to the TDA, Section 99238(c)1-3 of the Public Utilities Code specifically identifies the SSTAC's responsibilities:

(c) The social service transportation advisory council shall have the following responsibilities:

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

In accordance with the TDA requirements, MCTC works with the SSTAC to identify and analyze any potential unmet transit need against the MCTC Policy Board's adopted definitions of "unmet transit need" and "reasonable to meet".

Social Services Transportation Advisory Council Members FY 2023-2024

Table 1: SSTAC Members FY 2023-2024

CATEGORY	APPOINTMENT	GEOGRAPHIC/ AGENCY REPRESENTATION	TERM EXPIRES
Potential Transit User 60 Years of Age or Older	Franklina Bogan	Community Member – City of Madera	October 2026
Potential Transit User 60 Years of Age or Older	Lynda Schafhauser	Community Member – County of Madera	October 2026
Representative of a Local Social Service Provider for Older Adults	Michelle Hernandez	Madera County Social Services Department	July 2024
Representative of a Local Social Service Provider for Older Adults	Olga Olivia Saucedo-Garcia	City of Madera Parks and Community Services Department – Senior Services	March 2025
Potential Transit User Who Has a Disability	Frank Simonis	Community Member – Community of Oakhurst	May 2024
Representative of a Local Social Service Provider for Persons with Disabilities	Alycia Falley	Department of Social Services	July 2024
Local Social Service Transportation Provider for Persons with Disabilities	Vincent Parker	MV Transit (Madera Metro)	February 2025
Representative of a Local Social Service Provider for Persons of Limited Means	Bertha Vega	Madera County Workforce Corporation	October 2026
Social Service Transportation Provider for Older Adults	Rosalind Esqueda	Madera County Connection	July 2026
Representative of Local Transit Agency	Monty Cox	Madera County	July 2026

Existing Conditions

Pursuant to California Public Utilities Code Section 99401.5, the following sections briefly provide an analysis of Sections 1-4 of the TDA's unmet transit needs assessment process.

Size and Location of Groups Likely to be Dependent on Transit

As identified in a previous section of this report, during each year's unmet transit needs assessment process, prior to making any allocation not directly related to public transportation services, MCTC must make an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, older adults, persons with disabilities (including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the Federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means, including, but not limited to, recipients under the CalWORKS program. Utilizing available data from the 2018-2022 American Community Survey (ACS) Five-Year Estimates, the following sections identify the size and location of population groups likely to be transit dependent.

For the purposes of this assessment, transit-dependent population groups consist of the following classifications:

- Older Adults – Individuals who are age 65 years or older;
- Persons with Disabilities – Non-institutionalized, civilian members of the population who may be unable to operate vehicles or utilize certain modes of public transportation due to physical or mental disabilities; and
- Persons of Limited Means – Individuals who are defined by the federal government as having an income below the poverty threshold

General Population Estimates for Madera County

According to the 2018-2022 ACS Five-Year Estimates, Madera County's current population is 157,243. There are two incorporated cities in Madera County, the City of Madera and the City of Chowchilla. As identified in Table 2, below, the City of Madera is the largest incorporated city in Madera County, accounting for 42% of the County's total population. The City of Chowchilla is the second largest, accounting for 12% of Madera County's total population. Madera County's unincorporated community areas, which, combined, account for 46% of the County's total population. Table 2 illustrates the current population breakdown of Madera County.

Table 2: 2022 Population in Madera County

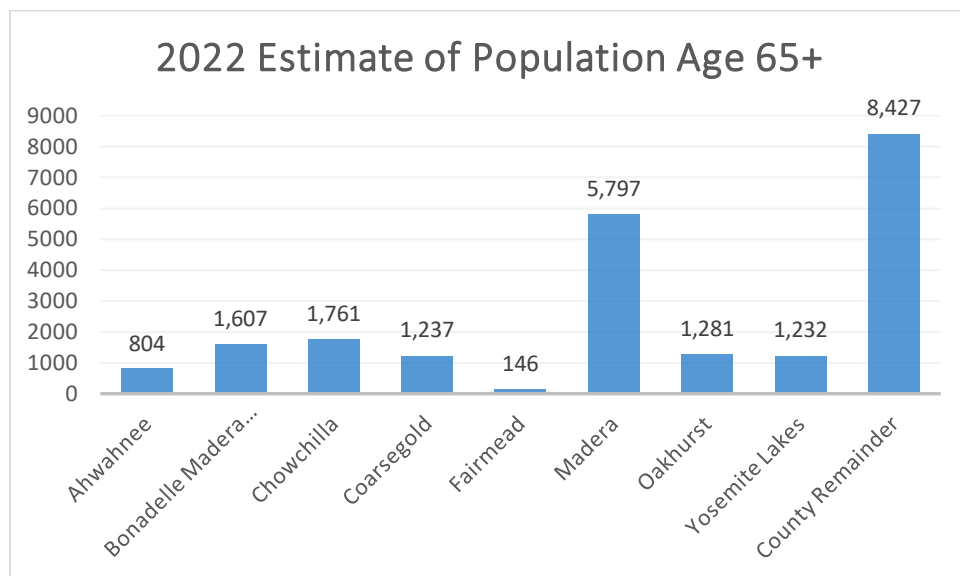
Jurisdiction	Population	Percent of County
Ahwahnee	1,896	1%
Chowchilla	18,772	12%
Coarsegold	4,578	3%
Fairmead	1,263	1%
Madera	66,784	42%
Bonadelle Madera Ranchos	9,551	6%
Oakhurst	5,003	3%
Yosemite Lakes	5,232	3%
County Remainder	44,164	28%
TOTAL	157,243	100%

Source: U.S. Census Bureau, 2018-2022 American Community Survey (ACS) 5-Year Estimates

Assessing Transit Dependency by Age

As stated in the beginning of this section, the TDA identifies older adult populations to be potentially transit dependent. For the purposes of this section’s analysis, these individuals are 65 years of age or older. According to the 2018-2022 ACS Five-Year Estimates, 22,292 individuals in Madera County are identified as older adults, accounting for approximately 14.2% of the County’s total population. With 5,797 individuals, the City of Madera has the highest population of older adults in the County, followed by the City of Chowchilla, with an older adult population of 1,761.

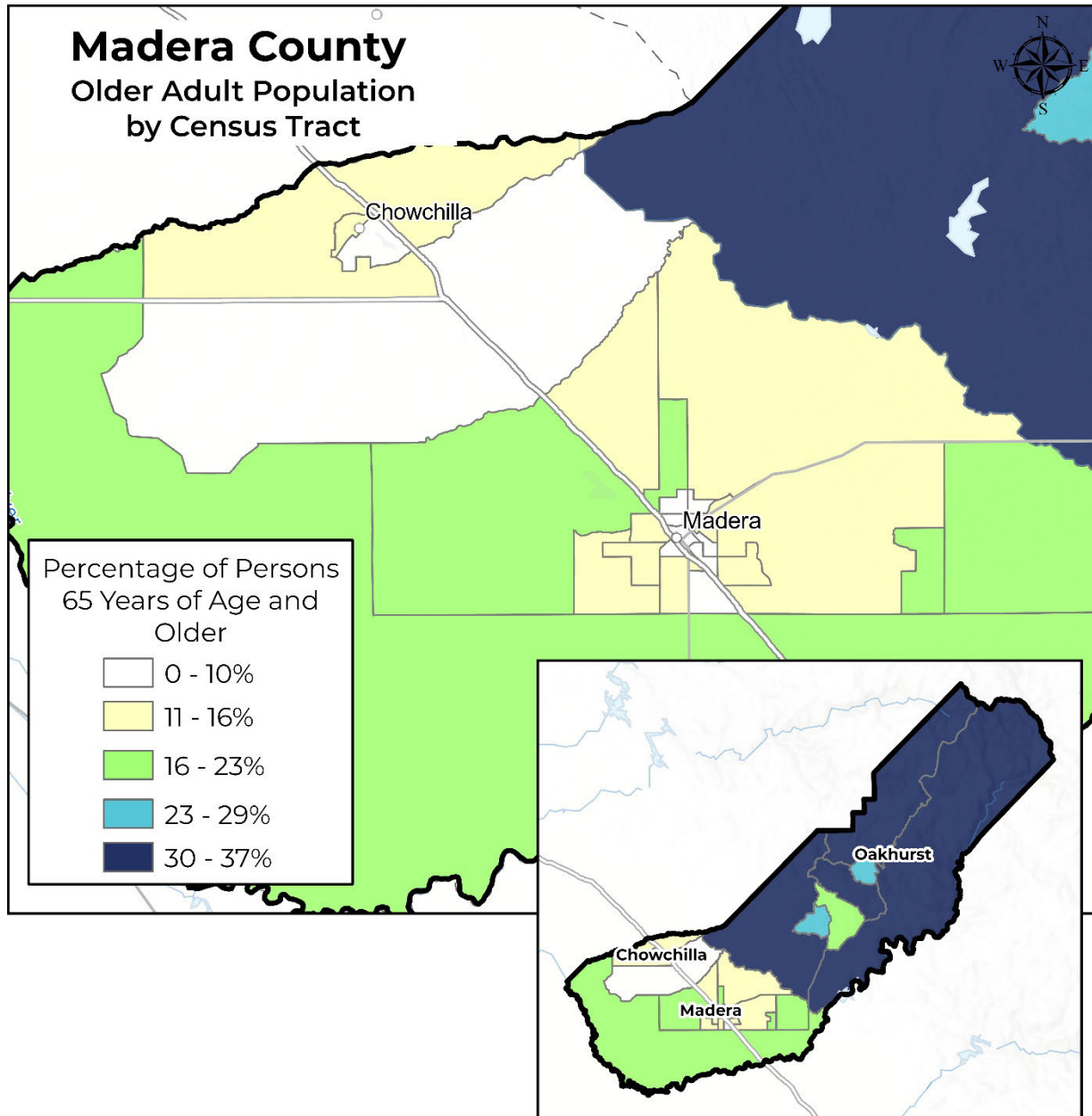
Figure 1: 2022 Estimate of Population 65+



Source: U.S. Census Bureau, 2018-2022 5-Year ACS (Table S0101)

Figure 2, below, shows the geographic concentrations of the older adult population by census tract. The darker colors reflect a higher percentage of older adults, while lighter colors identify a lower percentage.

Figure 2: Population Distribution of Persons Aged 65 or Older by Census Tract



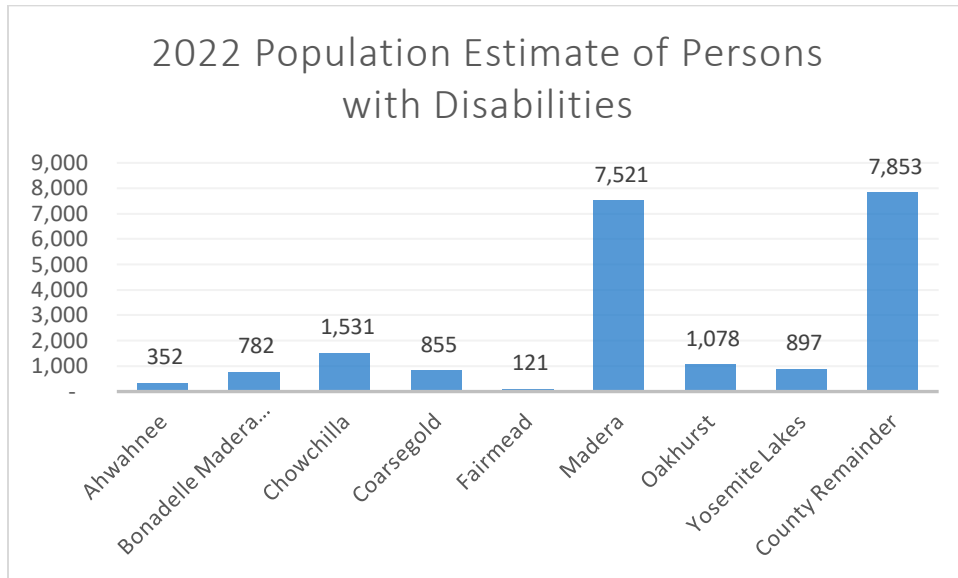
Source: U.S. Census Bureau, 2018-2022 5-Year ACS (Table S0101)

As shown in Figure 2 above, based on overall population in each census tract, the most concentrated populations of people aged 65 years or older are in the eastern part of Madera County, the south and west areas of the County and some areas within the City of Madera.

Assessing Transit Dependency by Disability

According to the U.S. Census Bureau, respondents who report anyone of having the following six disability types, are considered to have a disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. In the 2018-2022 ACS 5-Year Estimates, it was determined that nearly 14% of the total civilian noninstitutionalized population within Madera had a disability. Figure 3, below, provides a population breakdown of persons with disabilities by jurisdiction in Madera County.

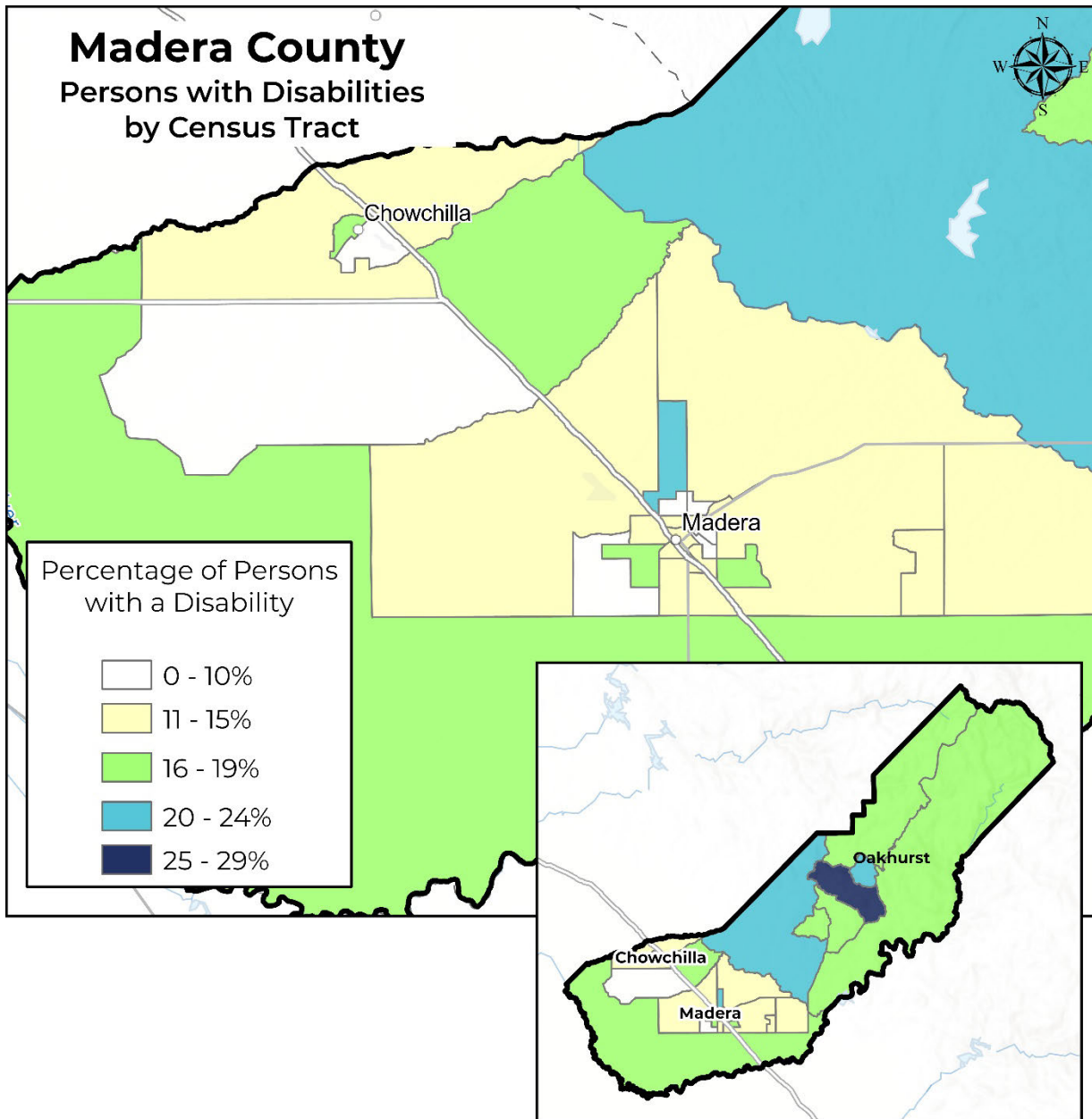
Figure 3: 2022 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2018-2022 5-Year ACS (Table S1810)

Using 2022 ACS data, Figure 4, on the following page, identifies the distribution of the population with disabilities within Madera County by census tract. The lighter portions of the map designate a lower percentage of persons with disabilities living in the census tract, while the darker portions of the map designate a higher percentage of persons with disabilities living in the census tract.

Figure 4: Population Distribution of Persons with Disabilities by Census Tract



Source: U.S. Census Bureau, 2018-2022 5-Year ACS (Table S1810)

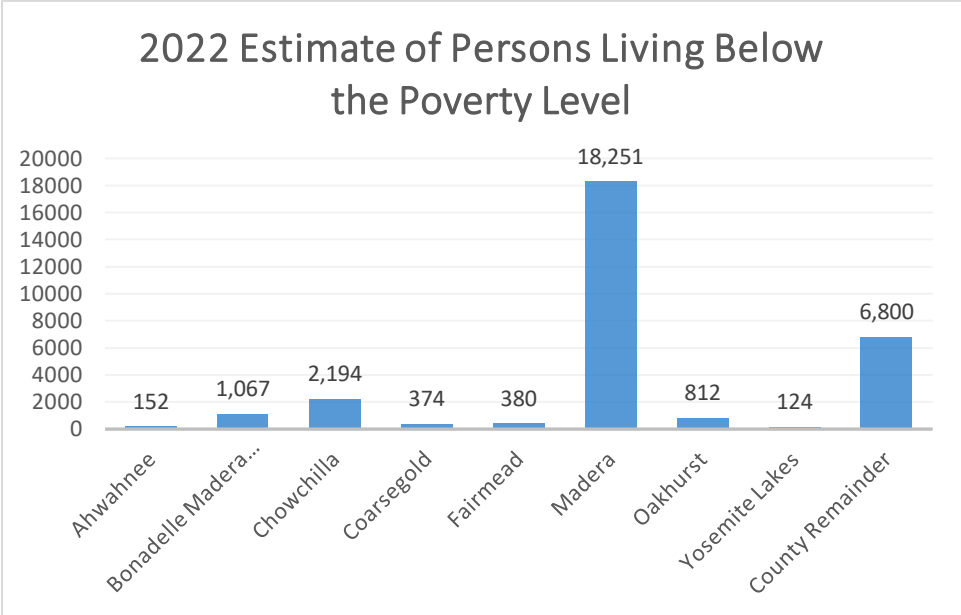
As illustrated in Figure 4 above, there are higher percentages of persons with a disability located in county areas near the City of Madera and Eastern Madera County.

Assessing Transit Dependency by Income (Persons of Limited Means)

The 2022 ACS provides an estimated breakdown of individuals in Madera County whose income was determined to be 100% below the federal poverty level (FPL). The ACS data estimates that as of 2022, 20% (30,154) of Madera County's population were identified as persons of limited means. Madera and Chowchilla are the cities that have the largest populations of persons of limited means, accounting for

12.1% and 1.4% respectively, of the County’s total population. Figure 5, below, provides a further breakdown of the estimated population of persons of limited means living within Madera County.

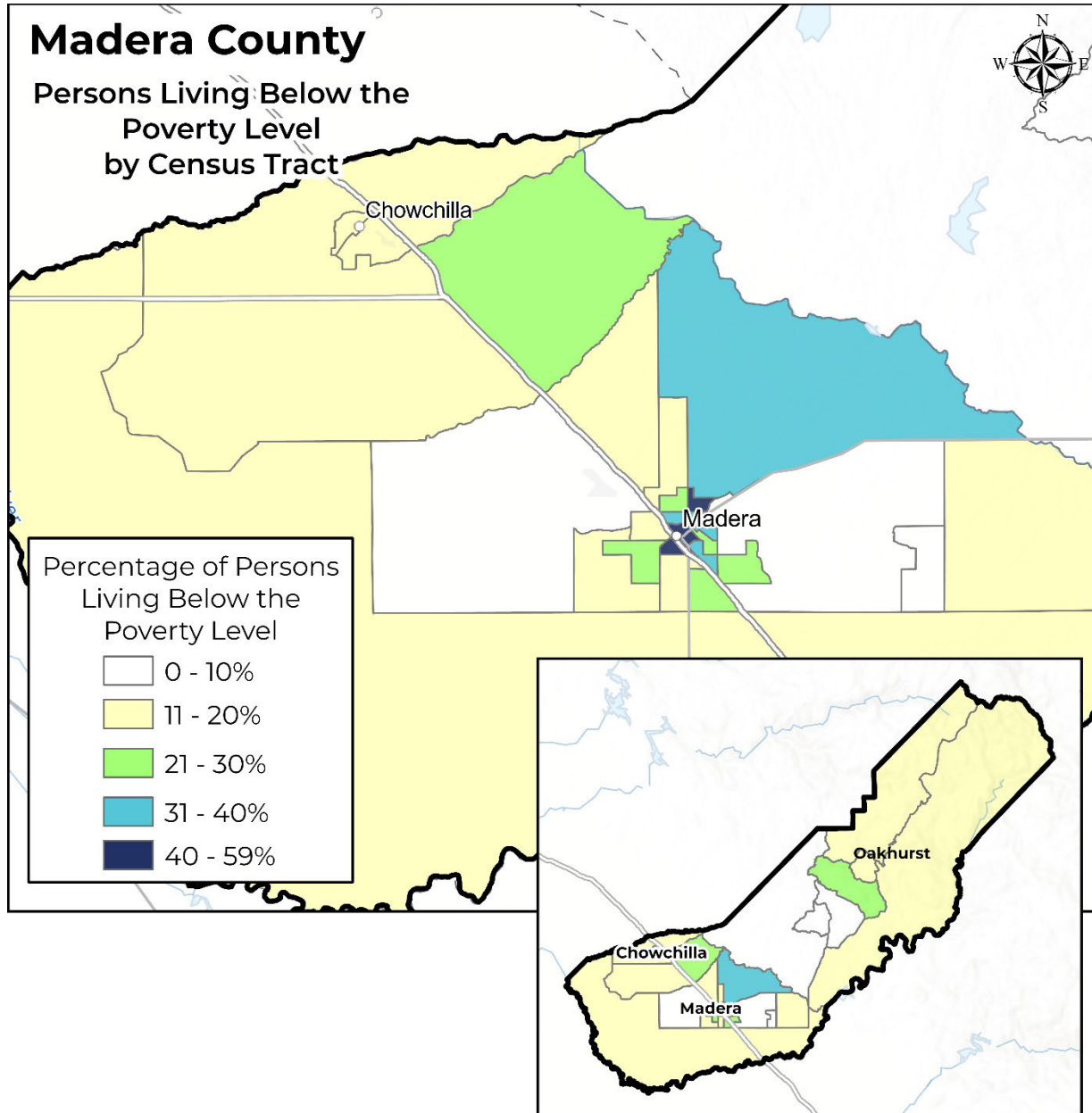
Figure 5: 2022 Estimate of Persons of Limited Means



Source: U.S. Census Bureau, 2018-2022 5-Year ACS (Table S1701)

The following map shows the concentration of persons living below the poverty level by census tract. Darker colors reflect a higher percentage of people living in poverty, while lighter colors reflect a lower percentage.

Figure 6: Population Distribution of Persons Living Below the Poverty Level by Census Tract



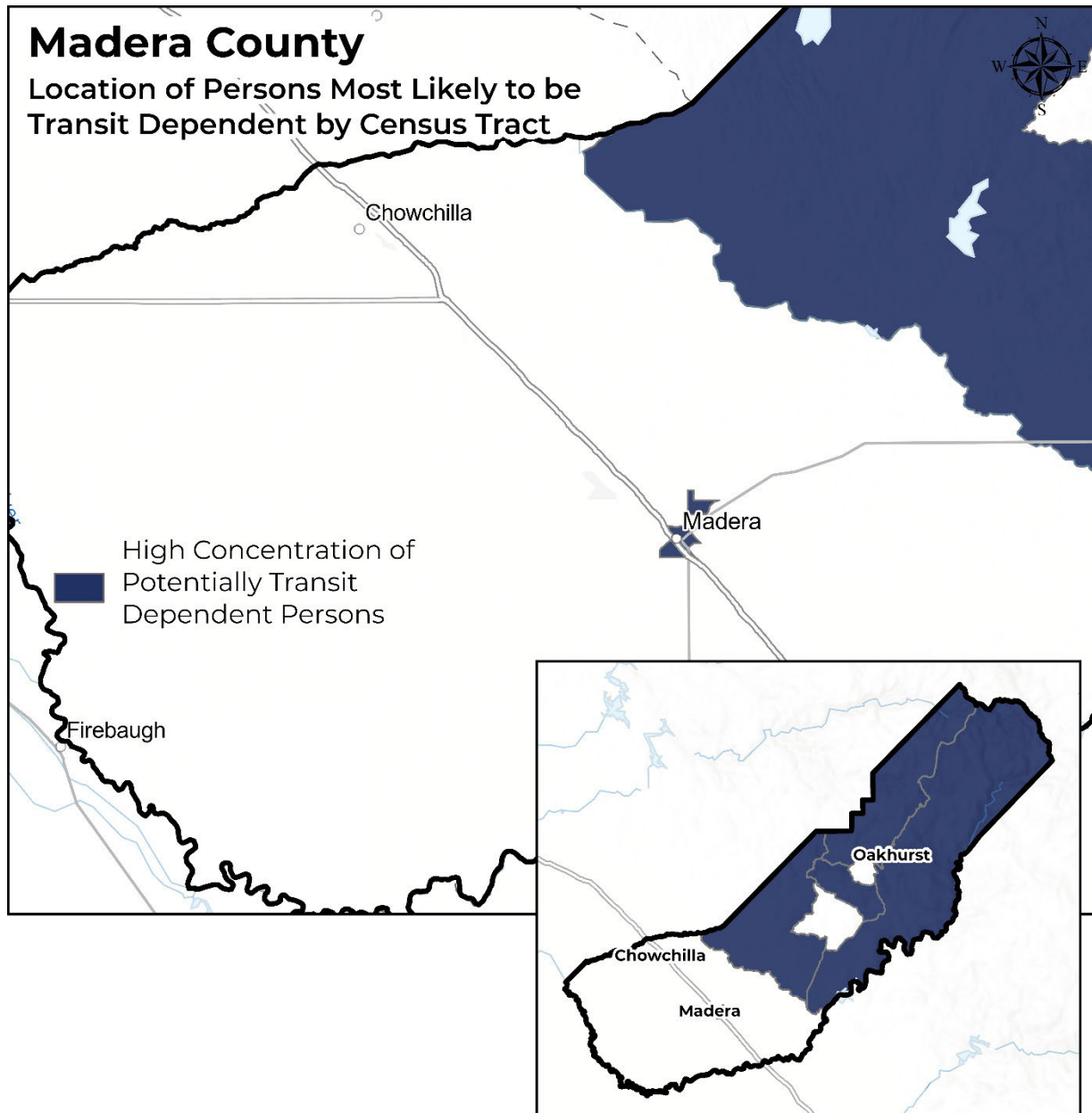
Source: U.S. Census Bureau, 2018-2022 5-Year ACS (Table S1701)

As shown on the map above, the highest percentages of people living below the FPL are in the areas of the City of Madera and County areas south of Chowchilla, northeast of the City of Madera, and the area between the communities of Oakhurst and Coarsegold. Public transit systems in these cities provide key transportation options to those who may not have an automobile due to their low income.

Transit Dependent Census Tracts

Figure 7 below identifies the census tracts that have a higher probability of having populations that are transit dependent. The census tracts with the highest concentrations of older adults, persons with a disability, and persons living below the poverty-level, were used to determine which areas were more likely to have transit dependent populations.

Figure 7: Distribution of Potentially Transit Dependent Populations by Census Tract



The highest concentrations of potentially transit dependent persons are located within the urban areas of Madera, and the rural Eastern Madera County and Valley area.

MCTC will continue to update each year’s assessment to include all current and relevant data pertaining to the size and location of transit dependent groups within Madera County.

Transportation Services in Madera County

CITY OF MADERA

The City of Madera and its environs are served by a number of public and private transportation providers. The City operates the Madera Metro fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both services are operated under contract with MV Transit. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operates primarily within the City limits, as shown in Figure 8. The system transported 45,912 riders during 2022.

Dial-A-Ride is a general public system primarily serving older adults and persons with disabilities. The service operates weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted in Figure 9, and transported 6,252 riders during 2022. The County of Madera contracts with the City of Madera to provide this transit service outside the Madera city limits.

Figure 8: Madera Metro Service Area Map

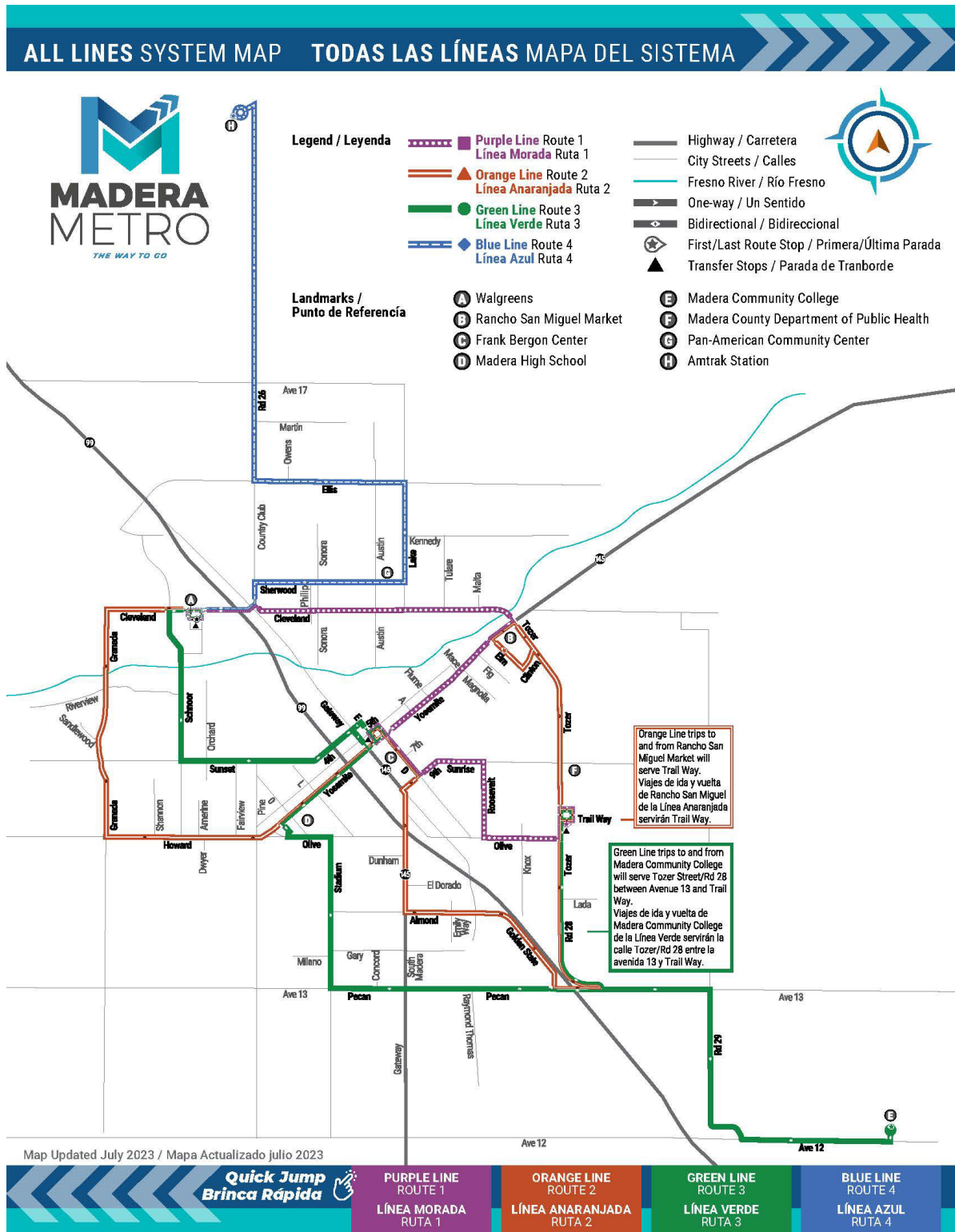
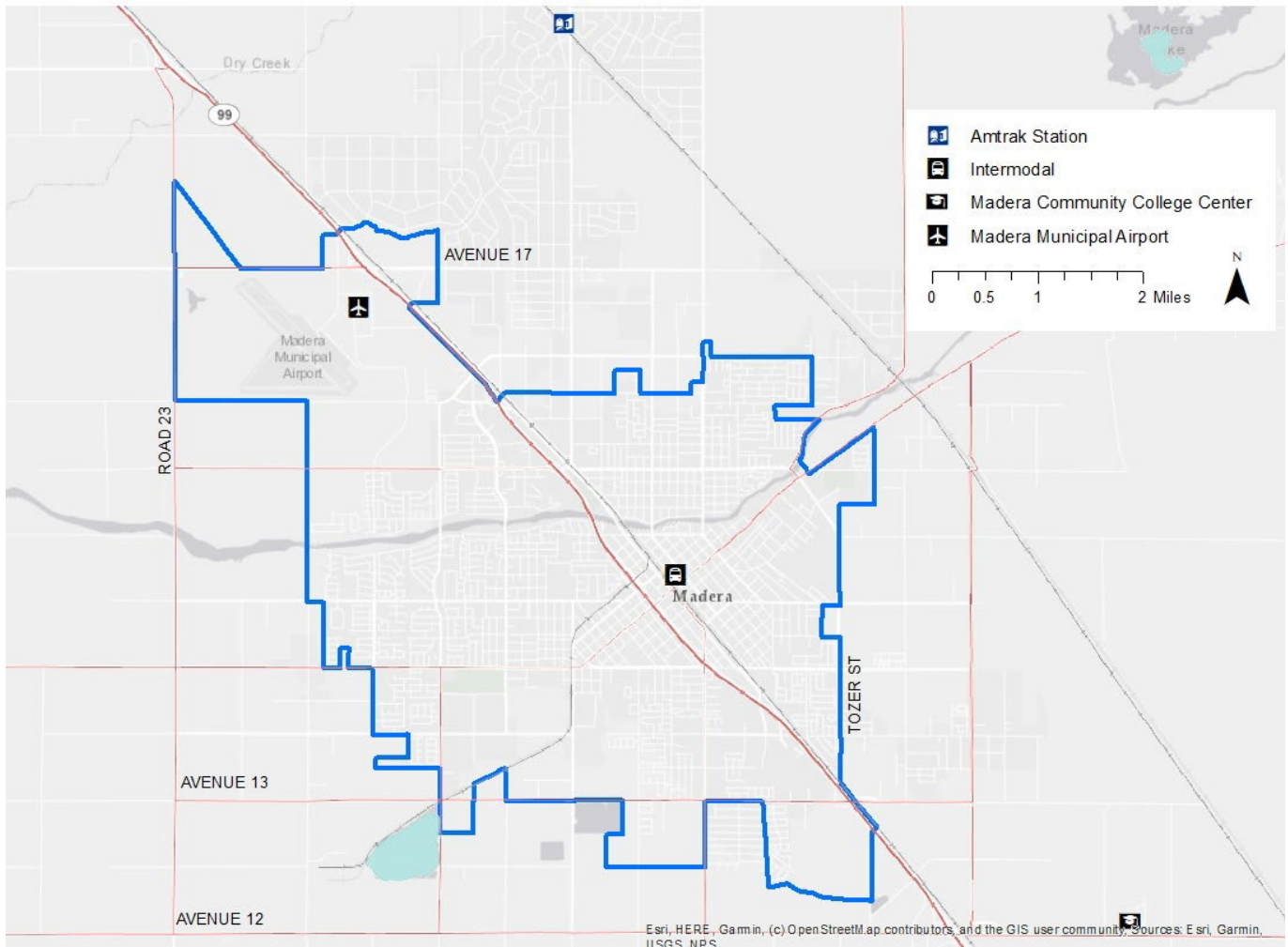


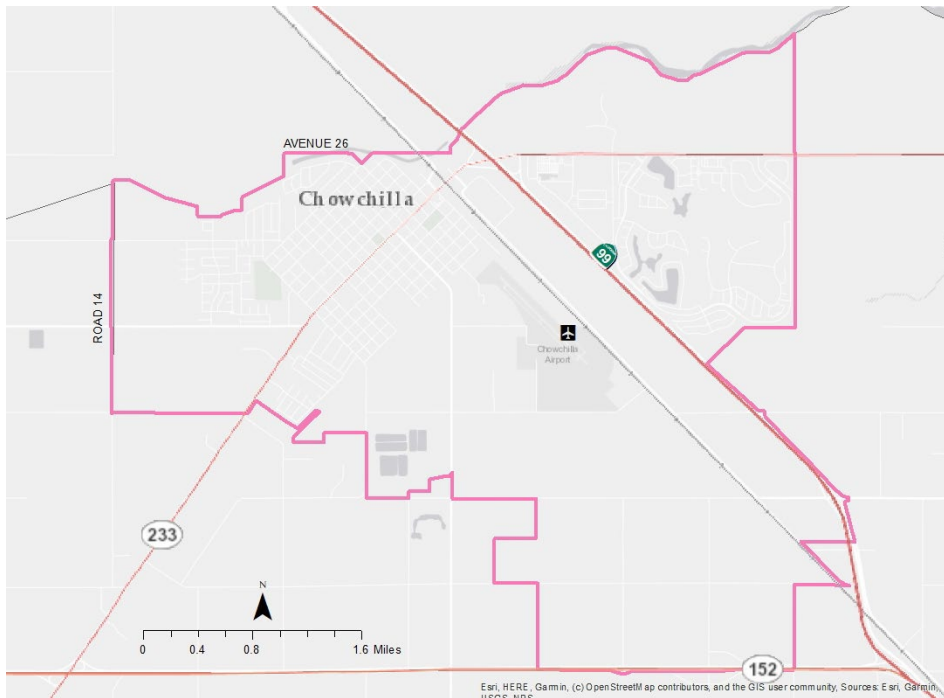
Figure 9: DAR Service Area Map



CITY OF CHOWCHILLA

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a general public, demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. Service is offered weekdays from 7:30 a.m. to 3:30 p.m. As shown in Figure 10, the CATX service area encompasses the City limits of Chowchilla.

Figure 10: CATX Service Area Map



COUNTY OF MADERA

Madera County currently manages a general public, fixed-route system, a specialized senior transit service and a demand-response service, which is operated by Fresno Economic Opportunities Commission. The Madera County Connection (MCC) is an inter-city fixed-route bus service. MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride are general public, demand-response services. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves older adults and residents with disabilities and the Eastern Madera County Escort Program is an inter-city demand-response bus service.

As shown in Figure 11, MCC operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children’s Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/LaVina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Wednesday and Friday. MCC operates weekdays from about 6:00

a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is scheduled on Wednesday and Friday from 8:45 a.m. to 2:00 p.m. The County initiated additional runs on this route in 2022.

Figure 11: MCC Service Area Map



MCC also provides general public demand-response service to County areas surrounding the cities of Madera and Chowchilla., as reflected in Figures 12 and 13. MCC Madera Dial-A-Ride service is provided Monday through Friday from 7:00 a.m. to 6:30 p.m., Saturday from 9:00 a.m. to 4:00 p.m., and Sunday from 8:30 a.m. to 2:30 p.m. MCC Chowchilla Area Dial-A-Ride service is provided Monday through Friday from 8:30 a.m. to 3:30 p.m. Each of these services operates with one 16-passenger bus. Reservations can be made a day in advance or up to two hours prior to the time of pick up.

Figure 12: MCC Madera Dial-A-Ride Service Area

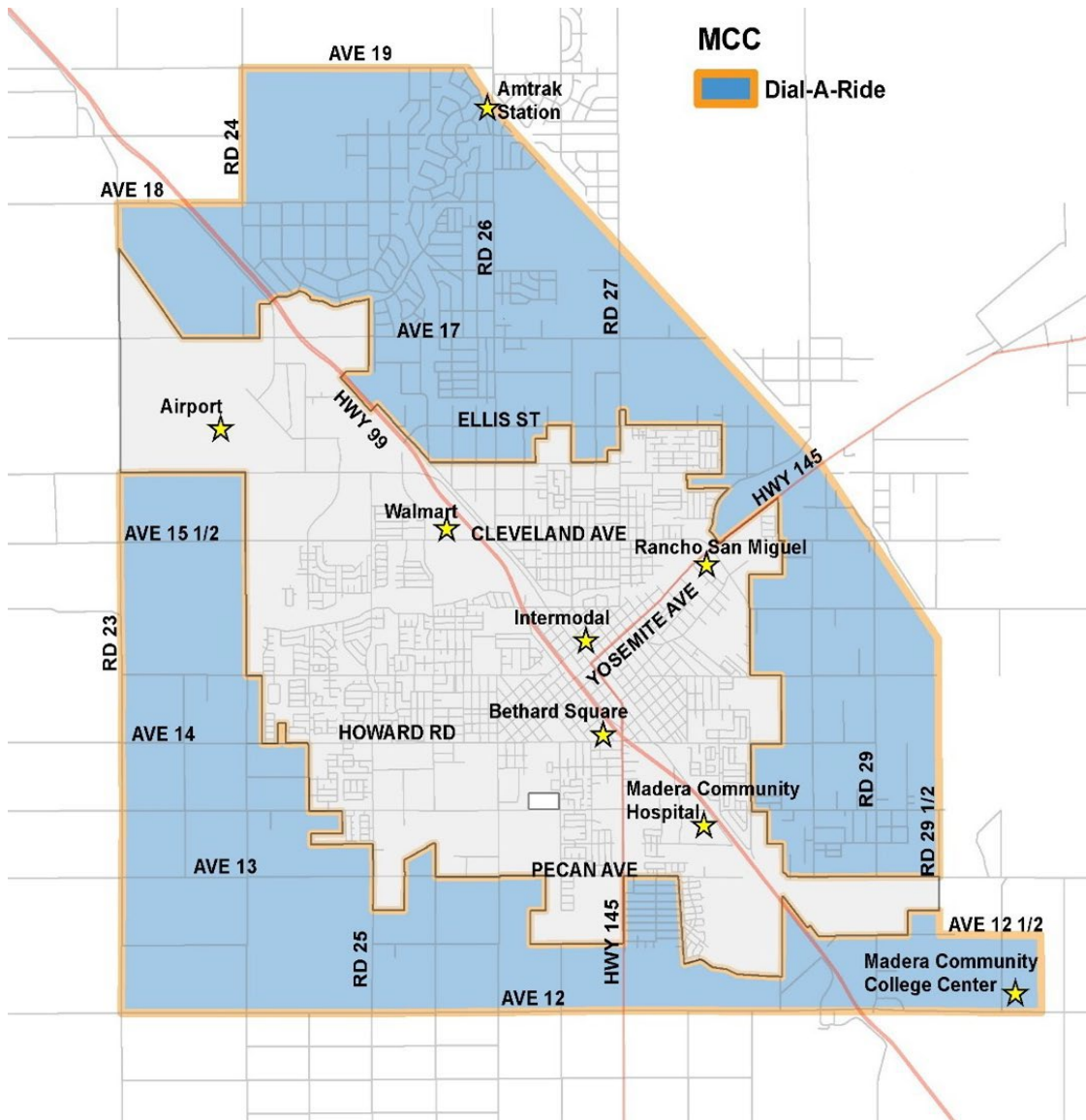
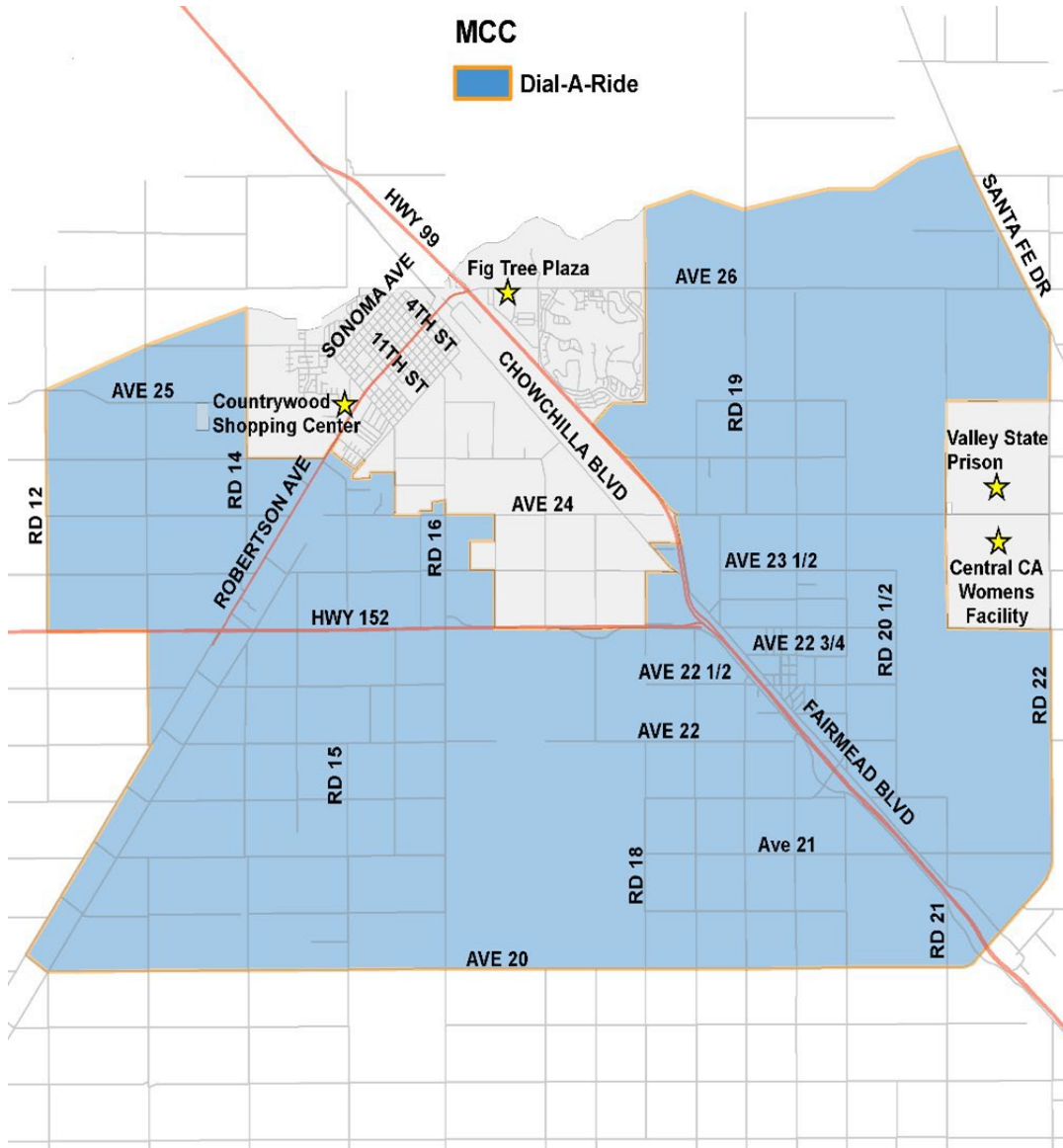


Figure 13: MCC Chowchilla Dial-A-Ride Service Area



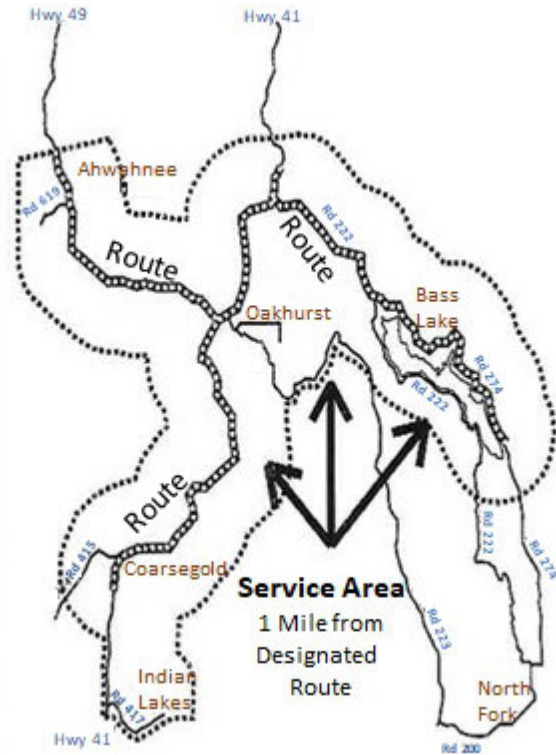
The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County who are 60 years of age and older and residents who have disabilities. As shown in Figure 14, the service area encompasses a large region, including Oakhurst, Bass Lake, Coarsegold, and Ahwahnee.

The Escort Program has been in operation since 1988 as a demand-response, public transportation service. The system provides medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County residents with an emphasis on providing service to residents 60 years of age and older and to persons with disabilities. Service is provided on Tuesdays and Thursdays from 8:30 a.m. to

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4:30 p.m. A 24-hour advance reservation is required, except for medical emergencies. Individuals requesting a ride are required to contact the Exchange to schedule their trip. The Escort Program serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County Region as far as the Cities of Madera, Fresno, and Clovis.

Figure 14: Eastern Madera County Senior Bus Service Area Map



Madera County Transit Services Statistics

Table 3: Madera County Transit Service FY 2022-2023

TRANSIT SERVICE	PASSENGERS	REVENUE MILES	REVENUE HOURS
Fixed Routes	23,040	284,458	9565.70
Para-Transit	5,745	43,489	3,659
Totals	28,785	327,947	13,224.70

Other Transportation Providers

CALVANS (CALIFORNIA VANPOOL AUTHORITY)

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently has vanpools originating in 22 counties in California including Madera, Fresno, Kings, Merced, San Joaquin, and Tulare.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

YARTS provides public transit in the Yosemite region, with buses entering Yosemite Valley from Merced, Mammoth Lakes, Sonora, and Fresno – as well as many different towns along the way including Oakhurst. YARTS began service in May 2000, and now provides an alternative to driving to over 102,143 passengers per year. YARTS is managed by the Merced County Association of Governments and offers rides to all visitors to Yosemite.

TRI-COUNTY MEDICAL TRANSPORT

Tri County Medical Transport operates out of Reedley CA, in Fresno County. The company works with many insurance companies. The services cover the following counties: Fresno, Tulare, Kings, Kern, Merced and Madera. They provide a non-emergency service for clients who require daily transportation to varying doctor's appointments as well as dialysis visits. Tri County carries a variety of vehicles which can range from wheelchair accessible vans and minivans to non-wheelchair accessible cars. The company started out with 5 vehicles in a 15,000-square foot facility but is now operating with over 80 vehicles and an 86,000-square foot location. With over 100 current employees they have their own mechanic shop, call center, dispatch center, billing department.

CENTRAL VALLEY REGIONAL CENTER

Central Valley Regional Center serves as an advocate for persons with developmental disabilities. It identifies specific client and family needs and establishes a person-centered plan and provides the most effective client services through utilization of community resources. It also assists the community in the prevention and early identification of developmental disabilities.

CALVIVA HEALTH TRANSPORTATION

CalViva Health Plan offers routine medical transportation for healthcare and services. There is no added cost for this service for CalViva insurance holders. CalViva Health Transportation provides access for routine medical transportation services: non-emergency transportation and non-medical transportation. Rides need to be scheduled in advance. Vehicles count with wheelchairs and gurneys depending on the type of service needed. There is no mileage limit for this service and rides can be scheduled to any place that offers medical care or health care services. Mass transit rides are also available but need to be scheduled five (5) days in advance, so bus passes or tokens can be mailed.

PRIVATE PROVIDERS

Several private carriers provide inter-city services, including Greyhound and Madera Cab Company. Greyhound operates seven days a week from the City of Madera's Downtown Intermodal Center on North "E" Street. Madera Cab Company provides service in Madera County seven days a week, 24 hours a day. In addition to those private transit services listed above, other private medical transit services are available within the County.

PASSENGER RAIL/SUPPORT FACILITIES

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Amtrak operates seven days a week with twelve (12) daily stops in Madera along the BNSF Railroad alignment. The station is located on Avenue 15 ½ and Road 29. The nearest stop to the north is Merced and to the south, Fresno. Amtrak services are provided on the BNSF tracks located east of Madera. The San Joaquin Amtrak route provides passenger rail service to Oakland five times a day, Bakersfield six times a day, and Sacramento once a day. Amtrak also provides thruway bus service from various rail stations along the San Joaquin route to cities that are not accessible by rail, such as Los Angeles, San Francisco and San Jose.

Additional Transportation Services and Assistance

AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities. Currently, all buses used by each transit agency in Madera County meet this requirement. The front of every bus has priority seating for older adults and riders with disabilities. All buses have lift mechanisms to assist riders in wheelchairs or with other mobility impairments to board.

In addition, the City of Madera provides complementary paratransit services to individuals with disabilities who cannot use fixed-route bus service. This service is demand-response and curbside service provided within approximately a five-mile radius of the City's downtown Intermodal Center. All buses used for paratransit by the City of Madera are lift-equipped.

REDUCED FARES

Older adults, persons with disabilities, and Medicare cardholders are eligible for half fare (\$0.50) Monday – Friday 10:00am-2:00pm and Saturday 9:00am-4:00pm. In addition, the following agencies purchase bus tickets or passes from Madera Metro/DAR and distribute them (in some cases at no charge) to their clients or students.

- Madera Metro
- City of Madera Parks Departments
- Madera County Health Department
- Madera County Schools
- Madera County Unified School District
- Camarena Health
- Central Valley Opportunity Center (CVOC)
- Crescent View South Charter School
- Madera Community Hospital
- North Fork Tribal
- Community Action Partners
- Madera Rehab
- Madera Community College

Additionally, due to the Covid-19 Pandemic, Madera Metro instituted a free fare system during 2020 and it has remained fare free up to the writing of this report.

COORDINATED TRANSIT SERVICE PLAN

The Madera County Coordinated Public Transit Human Services Plan was updated and adopted by MCTC in July 2022 in response to requirements established by SAFETEA-LU and upheld by MAP-21. This document outlines existing public and private social service transportation systems within Madera County and offers strategies for improvement of transportation service through increased coordination and consolidation. The Coordinated Plan is being updated and expected to be finalized this year.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

Various social service providers throughout Madera County offer specialized transportation services for their clients. These services tend to address the needs that public transit cannot reasonably meet, including evening service, non-emergency medical transport, and job training transport, to name a few. MCTC regularly inventories the various area transit providers to prevent duplication of services and thereby the waste of resources.

Adequacy of Existing Service

Transportation is available in most areas of Madera County, including the remote unincorporated community of Raymond. Service is provided not only within each urbanized area, but also between urbanized areas. Passengers can easily get from most areas of the County to any other area using public transit. They can also travel into the neighboring counties of Merced by passenger rail and Fresno by bus service. Service is also available for those who are unable to ride traditional fixed-route transit.

Although adequate transit service is available for the residents of Madera County, there is always room for improvement. Service may not be available at all times or on all days. Travel between some areas may require the use of several different services. MCTC meets with the SSTAC on a quarterly basis to evaluate the adequacy of the region's current transit operations and further identify any unmet transit needs that may or may not be reasonable to meet. The region's public transit operators and social services agencies continue to cooperatively adjust their services to feasibly meet any identified unmet transit need throughout the year.

Farmworker Vanpool Analysis

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently serves the Counties of Madera, Fresno, Imperial, Kern, Kings, Merced, Monterey, Riverside, Santa Barbara, San Joaquin, Tulare, and Ventura, Santa Cruz, San Benito, San Bernardino, Stanislaus, and San Luis Obispo. Currently, there are nine vans that operate out of the County of Madera.

MCTC has not received any request from an interested party identifying a direct need for vans or equipment needed for a farmworker vanpool program. As part of the unmet transit needs assessment process, no further analysis is required. However, MCTC will continue to coordinate with CalVans, and

social service providers to identify if any future needs in this area are present and determine feasible means to address those needs.

Unmet Transit Needs Assessment

During this year’s unmet transit needs assessment, staff received a total of 27 public comments regarding potential unmet transit needs, service improvement requests, and community needs in the region. Based on the Madera County Transportation Commission’s adopted definitions of “unmet transit need” and “reasonable to meet”, unmet transit needs, including needs that are reasonable to meet, were identified.

Public Outreach

Pursuant to TDA regulations, MCTC is required to conduct at least one public hearing to receive potential unmet transit needs comments from the public. A public hearing was held on April 24, 2024, at the MCTC office. To give residents additional opportunities to provide comments, one virtual workshop and six in-person workshops were held in various locations throughout the county. Attendees were given bilingual handouts that explained the “unmet transit need” and “reasonable to meet” definitions and how to participate in the unmet transit needs process.

Table 4: Unmet Transit Needs Workshops for FY 2024-25

LOCATION AND TIME	NUMBER IN ATTENDANCE*
Casas De la Vina, 03/01/24, 6:00 PM (in Spanish)	10
Chowchilla Library, 03/06/24, 3:00 PM	0
Chowchilla Library, 03/06/24, 6:00 PM	0
Frank Bergon Senior Center, 03/07/24, 10:00 AM	22
Virtual Workshop, 03/12/24, 6:00 PM	3
North Fork Library, 03/16/24, 1:00 PM	1
Madera Main Library, 03/19/24, 6:00 PM	0

*Number in attendance does not include MCTC staff, interpreters, transit agency staff, or SSTAC members

However, in Madera County it is easy to participate in the unmet transit needs process all year long in many convenient ways. Options include submitting a comment by phone, mail, email, or by filling out an online survey.

The unmet transit needs webpage on MCTC’s website is a good resource to find information regarding the unmet transit needs process, submit a comment, or to look at past years’ unmet transit needs reports.

MCTC Unmet Transit Needs webpage: <https://www.maderactc.org/bc-transportation/page/unmet-transit-needs>

Unmet Transit Needs Bilingual Survey link: <https://www.surveymonkey.com/r/UTN2024MCTC>

Unmet Transit Needs English and Spanish Comment Form:

https://www.maderactc.org/sites/default/files/fileattachments/social_services_transportation_advisory_council_sstac/page/1761/2024_utn_comment_form_en_sp_r_fillable.pdf

Below is a list of places where the workshops and the public hearing was publicized:

- Notice of the public hearing was published in the Madera Tribune on March 9, 2024 (Figure 15).
- Twenty-one social media posts regarding the workshops and the public hearing were posted on maderactc.org, MCTC’s Facebook page, MCTC’s Instagram page and MCTC’s Twitter page (Figures 16 and 17).
- Information, schedules, and flyers regarding the workshops and the public hearing were included in the meeting agendas for the Social Services Transportation Advisory Council in February 2024, and Technical Advisory Committee and the Madera County Transportation Commission’s Policy Board in February, March, and April 2024.
- Information about the unmet transit needs process, workshops, and the public hearing was featured in the February edition of The Commission Vision, MCTC’s quarterly newsletter.
- An article on how to participate in the unmet transit needs process was published by the Ranchos Independent, Volume 20, Issue 2.
- Information regarding the public hearing was either mailed or emailed to a list of interested individuals and organizations (Table 5).
- Special flyers (in English and Spanish) were posted at over 60 locations including:
 - a) Madera County Library
 - b) Madera Intermodal Center
 - c) First 5 Madera County
 - d) Frank Bergon Senior Center
 - e) Chowchilla Civic Center
 - f) Madera County Transportation Commission
 - g) Oakhurst Community Center
 - h) Madera County Behavioral Services
 - i) Coarsegold Market
 - j) The Pines Resort
 - k) The North Fork Library
 - l) Madera Community College (Madera and Oakhurst campuses)

Unmet Transit Needs FY 2024-2025
Final Analysis and Recommendations Report June 2024

m) La Vina Market

- Flyers (in English and Spanish) regarding the workshops and the public hearing were placed on the buses (Figures 18 and 19).

Spanish language interpreting services were available at all the workshops and the public hearing.

Figure 15: Proof of Publication

PROOF OF PUBLICATION

(2015.5 C.C.P.)

The Madera Tribune | P.O. Box 269 | Madera, Ca 93639
Ph: 559-674-2424 | Fax: 559-673-6526 | legals@maderatribune.net

PUBLIC NOTICE

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 6859

STATE OF CALIFORNIA)

County of Madera)

) ss.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

PUBLISHED ON: MARCH 9, 2024

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: March 9, 2024

Signature

PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, April 24, 2024, at 3:00 p.m. at the **Madera County Transportation Commission, 2001 Howard Road, Suite 201, Madera, California 93637** and via teleconference using Zoom. To participate in the live hearing via Zoom, use this link: <https://us06web.zoom.us/j/83928432465?pwd=LkvD4ndJr4u836SRPInKDYvo9gcPFg.bhcTarcOEWFHmUla>

Webinar ID: 839 2843 2465
Passcode: 005685
Call-in number: (408) 638-0968

In-person testimony will take place at the Madera County Transportation Commission.

MCTC staff encourages you to submit your comment utilizing other strategies such as our online survey, email, mail, or by phone. Each comment received will be read to the Board directly to make sure your voice is heard.

A Spanish language interpreter will be available during the public hearing for those who wish to testify before the Commission in Spanish. If you would like to testify in a language other than Spanish or English or require other special accommodations in order to testify, please contact the Commission at (559) 675-0721 or publiccomment@maderactc.org by April 19, 2024, at 3:00 pm.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the American Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

Under the California Transportation Development Act (TDA), this hearing opportunity is provided annually to take testimony on potential unmet transit needs within the region. The Commission must, subsequent to the hearing, make a determination whether the needs presented are "reasonable" to meet. After all "reasonable" needs have been met, the Commission may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.).

Members of the public, interested agencies, and civic groups are encouraged to provide comments to MCTC staff regarding any transportation needs not being met by the current transit systems. Testimony should be as specific as possible with regard to those citizens or groups of citizens not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed, and any other supporting evidence of information, which will help in the evaluation of the "reasonableness" of the requested service.

Those that are unable to participate in the hearing via Zoom, or in person, are encouraged to submit their comments in writing prior to April 24, 2024, for inclusion in the public record. You may email publiccomment@maderactc.org, call 559-675-0721 ext. 6, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at the link below: <https://www.surveymonkey.com/r/UTN2024MCTC>

NOTIFICACIÓN PÚBLICA DE LA COMISIÓN DE TRANSPORTE DEL CONDADO DE MADERA DA AVISO DE AUDIENCIA PÚBLICA

La Comisión de Transporte del Condado de Madera (MCTC, por sus siglas en inglés) llevará a cabo una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte público dentro del Condado de Madera. La audiencia tomará lugar el miércoles, 24 de abril, 2024 a las 3:00 p.m., en las oficinas de la **Comisión de Transporte del Condado de Madera, 2001 Howard Road, Suite 201, Madera, California 93637** y virtualmente, usando Zoom. Para participar en la audiencia en vivo, usando Zoom, use el siguiente enlace: <https://us06web.zoom.us/j/83928432465?pwd=LkvD4ndJr4u836SRPInKDYvo9gcPFg.bhcTarcOEWFHmUla>

Código de Junta: 839 2843 2465
Clave: 005685
Por Teléfono: (408) 638-0968

El testimonio en persona se llevará a cabo en las oficinas de la Comisión de Transporte del Condado de Madera.

El personal de MCTC le recomienda que envíe su comentario utilizando otras estrategias, como nuestra encuesta en línea, correo electrónico, correo postal o por teléfono. Cada comentario recibido se leerá directamente a la Junta para asegurar

Figure 16: Social Media Posts for the Workshops in La Vina and North Fork - English



Figure 17: Social Media Posts for the Workshops in La Vina and North Fork - Spanish



Figure 18: Unmet Transit Needs Flyer - English

www.maderactc.org

DOES LOCAL PUBLIC TRANSIT MEET YOUR TRANSPORTATION NEEDS?

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?

TELL US ABOUT YOUR UNMET TRANSIT NEED!

An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. It is also a need required to comply with the Americans with Disabilities Act (ADA).

Attend one of our workshops and share your thoughts...

<p>Casas De La Vina (in Spanish) Friday, March 1 at 6:00 PM 23784 Avenue 9, Madera</p>	<p>Chowchilla Library Wednesday, March 6 at 3:00 PM AND 6:00 PM 300 Kings Avenue, Chowchilla</p>	<p>Frank Bergon Senior Center Thursday, March 7 at 10:00 AM 238 S D Street, Madera</p>
<p>Virtual Workshop Tuesday, March 12 at 6:00 PM Webinar ID: 831 9180 8232 Passcode: 921346</p>	<p>North Fork Library Saturday, March 16 at 1:00 PM 32908 Road 222, North Fork</p>	<p>Madera Main Library Tuesday, March 19 at 6:00 PM 121 N G Street, Madera</p>

Fill out an online survey

If you prefer to provide your comments electronically, fill out the online survey by scanning the QR code or go to:
<https://www.surveymonkey.com/r/UTN2024MCTC>

Participate in the way that's convenient for you!

Comment at the public hearing

Attend the public hearing to tell us about your transit needs:

MCTC Board Meeting
Wednesday, April 24 at 3:00 PM
2001 Howard Road, Suite. 201
Madera

for more information: (559) 675-0721 naustin@maderactc.org

Madera County Transportation Commission

Figure 19: Unmet Transit Needs Flyer - Spanish

www.maderactc.org



¿EL TRANSPORTE PÚBLICO LOCAL SATISFACE SUS NECESIDADES DE TRANSPORTE PÚBLICO?

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?

¿CUÉNTENOS SOBRE SU NECESIDAD DE TRANSPORTE PÚBLICO INSATISFECHA!

Una necesidad de transporte público insatisfecha es una necesidad expresada o identificada que actualmente no se satisface a través de los servicios de transporte público existentes. Una necesidad de transporte público insatisfecha también es una necesidad requerida para cumplir con al Ley de Estadounidenses con discapacidades (ADA).

Ven a uno de nuestros talleres y déjanos saber lo que piensas...

Casas De La Vina (en español)
Viernes, Marzo 1, 6:00 PM
23784 Avenue 9, Madera

Chowchilla Library
Miércoles, Marzo 6, 3:00 PM
Y a las 6:00 PM
300 Kings Avenue, Chowchilla

Frank Bergon Senior Center
Jueves, Marzo 7, 10:00 AM
238 S D Street, Madera

Talleres Virtuales
Martes, Marzo 12, 6:00 PM
Webinar ID: 831 9180 8232
Passcode: 921346

North Fork Library
Sábado, Marzo 16, 1:00 PM
32908 Road 222, North Fork

Madera Main Library
Martes, Marzo 19, 6:00 PM
121 N G Street, Madera

Llene una encuesta en línea

Si prefiere proveer comentarios en línea, llene la encuesta en línea escaneando el código QR o llenando a: <https://www.surveymonkey.com/r/UTN2024MCTC>



Comparta sus ideas de la forma más conveniente para usted!

Comentar en la audiencia pública

Atienda a la audiencia pública para contarnos sobre sus necesidades de transporte público:

MCTC Junta Directiva
Miércoles, Abril 24 a las 3:00 PM
2001 Howard Road, Suite. 201
Madera



Para más información:

 (559) 675-0721  evelyn@maderactc.org

Figure 20: Unmet Transit Needs Workshop Handout Side 1 – English

HELP US IDENTIFY UNMET TRANSIT NEEDS

WHAT:

An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. It can also be a need that is required to comply with the Americans with Disabilities Act (ADA).

WHY:

To provide an opportunity for the public to identify all "unmet transit needs" that are "reasonable to meet" in Madera County

WHEN:

Comments are accepted throughout the year

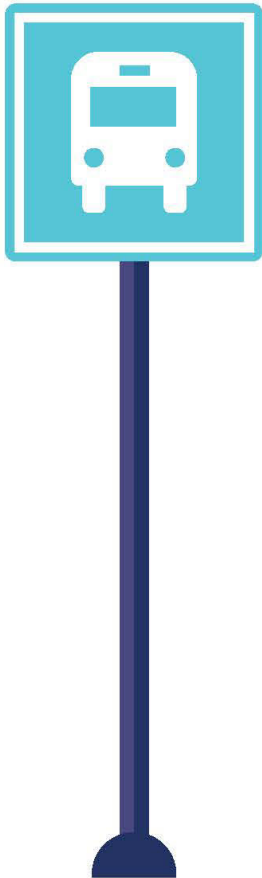
Comments can also be received at the MCTC Policy Board Meeting public hearing typically held in April

YOU CAN MAKE A DIFFERENCE!

Submit a comment form or fill out the survey to have your comment considered



<https://www.surveymonkey.com/r/UTN2024MCTC>



FOR MORE INFORMATION:

559-675-0721
naustin@maderactc.org
maderactc.org

Figure 21: Unmet Transit Needs Workshop Handout Side 2 – English



ARE THE UNMET TRANSIT NEEDS REASONABLE TO MEET?

The term "reasonable to meet" shall apply to public or specialized transportation services that meet the following minimum criteria:

FEASIBILITY

- The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c))
- Sufficient ridership potential exists for new, expanded, or revisited transit services
- The proposed transit service will be safe and comply with local, State, and federal law

COMMUNITY ACCEPTANCE

- The proposed transit service has community support from the general public, community groups, and/or community leaders

COST-EFFECTIVE

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2
- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support

BENEFIT TO POPULATION

- The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole

CONSISTENT WITH THE INTENT OF EXISTING TRANSIT SERVICE(S) AND PLANS

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

Figure 22: Unmet Transit Needs Workshop Handout Side 1 – Spanish

AYÚDENOS A IDENTIFICAR NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS

¿QUÉ ES?

Una necesidad de transporte público insatisfecha es una necesidad expresada o identificada que actualmente no se satisface a través de los servicios de transporte público existentes. Una necesidad de transporte público insatisfecha también es una necesidad requerida para cumplir con la Ley de Estadounidenses con Discapacidades (ADA).

OBJETIVO:

Oportunidad para que el público identifique todas las "necesidades de transporte público insatisfechas" que son "razonables de satisfacer" en el Condado de Madera

¿CUANDO?

Se aceptan comentarios durante todo el año

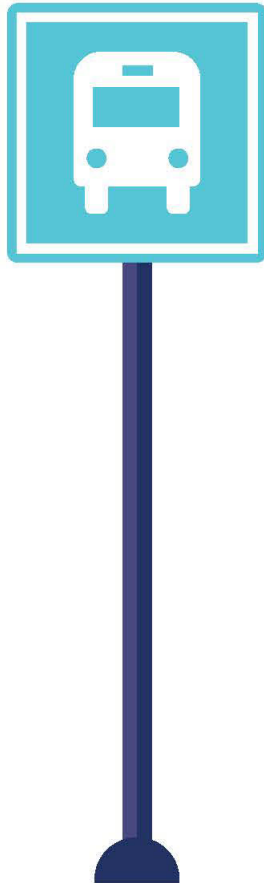
La Audiencia Pública de Necesidades de Transporte Público Insatisfechas normalmente se lleva a cabo en la Reunión de la Junta Normativa de MCTC de abril

¡TU PUEDES HACER LA DIFERENCIA!

Envíe el formulario de comentarios o complete la encuesta para que se considere su necesidad de transporte público no satisfecha



<https://www.surveymonkey.com/r/UTN2024MCTC>



PARA MÁS INFORMACIÓN

559-675-0721
evelyn@maderactc.org
maderactc.org

Figure 23: Unmet Transit Needs Workshop Handout Side 2 – Spanish



¿LAS NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS SON RAZONABLES PARA CUMPLIR?

El término "razonable para cumplir" se aplicará a los servicios de transporte público o especializados que cumplan con los siguientes criterios mínimos:

VIABILIDAD

- El servicio propuesto puede proporcionarse con fondos disponibles de la Ley de Desarrollo del Transporte (TDA) y / u otras fuentes de financiamiento (según la ley estatal, la falta de recursos disponibles no será la única razón para determinar que una necesidad de transporte público no es razonable de satisfacer, PUC § 99401.5 (c)
- Existe suficiente potencial de pasajeros para servicios de transporte público nuevos, ampliados o revisados
- El servicio de transporte público propuesto será seguro y cumplirá con las leyes locales, estatales y federales

ACEPTACIÓN DE LA COMUNIDAD

- El servicio de transporte público propuesto cuenta con el apoyo de la comunidad, del público en general, grupos comunitarios, y/o líderes comunitarios

ECONÓMICO

- El servicio de transporte público propuesto no afectara a la capacidad del sistema general del organismo u organismos de ejecución para cumplir los objetivos de rendimiento del régimen de transporte público aplicables o el requisito de la relación tarifaria estatal después de cualquier periodo o periodos de exención si el servicio es elegible para una exención/exenciones, CCR 6633.2
- El servicio de transporte público propuesto, si se implementa o se financia, no provocaría que el operador responsable incurra en gastos que excedan la cantidad máxima de fondos LTF, STA, FTA, e ingresos por tarifas y apoyo local


BENEFICIO PARA LA POBLACIÓN

- El servicio de transporte público propuesto atiende a un número significativo de residentes donde es necesario y beneficiara al público en general y/o a las personas mayores y discapacitadas en general

CONSISTENTE CON LA INTENCIÓN DE SERVICIO(S) DE TRANSPORTE PÚBLICO Y PLANES

- Una vez establecido, el servicio de transporte público propuesto no abusará ni oscurecerá la intención de los servicios de transporte público existentes
- La necesidad de transporte público propuesta debe estar en conformidad con las metas incluidas en el Plan Regional de Transporte/Estrategia de Comunidades Sustentables, y consistente con la intención de las metas del Plan de Transporte público de Corto Plazo adoptado

Figure 24: Unmet Transit Needs Public Hearing Flyer – English


Madera County Transportation Commission

UNMET TRANSIT NEEDS PUBLIC HEARING

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



WAYS TO PARTICIPATE

Wednesday, April 24, at 3:00PM

In-Person
2001 Howard Road, Suite 201
Madera, CA 93637

Teleconference via Zoom
Webinar ID: 839 2843 2465
Passcode: 005685
Call-in number: (408) 638-0968

TAKE OUR SURVEY!
<https://www.surveymonkey.com/r/UTN2024MCTC>

 **For more information:**
 (559) 675-0721
 naustin@maderactc.org

If you're unable to attend the hearing in person or via Zoom, submit your comments in writing to publiccomment@maderactc.org before April 24, 2024, for inclusion in the public record.

Figure 25: Unmet Transit Needs Public Hearing Flyer – Spanish



NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS

AUDIENCIA PÚBLICA

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.

PARA PARTICIPAR

Miércoles 24 de Abril, a las 3:00PM

Presencial

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconferencia vía Zoom

Código de Junta: 839 2843 2465
Clave: 005685
Por Teléfono: (408) 638-0968

¡TOMA NUESTRA ENCUESTA!

<https://www.surveymonkey.com/r/UTN2024MCTC>



Para más información:

(559) 675-0721

evelyn@maderactc.org



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 24 de abril de 2024 para su inclusión en el registro público. Puede enviar un correo electrónico a publiccomment@maderactc.org

Table 5: List of Interested Individuals and Organizations

AGENCY	ADDRESS
City of Chowchilla – Rod Pruett	145 Robertson Boulevard, Chowchilla, CA 93610
City of Chowchilla – Robin Roman	130 S. 2 nd Street, Chowchilla, CA 93610
MV – Dial-A-Ride	123 North E Street #102, Madera, CA 93638
Madera County Health Department	1604 Sunrise Avenue, Madera, CA 93638
City of Madera – Ellen Bitter	205 West 4th Street, Madera, CA 93637
City of Madera – Marcela Zuniga	205 West 4 th Street, Madera, CA 93637
County of Madera – Phil Toler	200 West 4 th Street, Madera, CA 93637
Department of Social Services – Bill Martin, CALWORKS Program Manager	P.O. Box 569, Madera, CA 93638
Department of Social Services – Deborah Martinez	1626 Sunrise Avenue, Madera, CA 93638
Department of Social Services – Susan Arteaga	1626 Sunrise Avenue, Madera, CA 93638
Center for Independent Living – Tamala Fields	1225 Gill Avenue, Madera, CA 93637
Community Action Partnership of Madera County	1225 Gill Avenue, Madera, CA 93637
Center for Independent Living	1225 Gill Avenue, Madera, CA 93637
First 5 Madera County	525 E Yosemite Avenue, Madera, CA 93638
Madera Parks and Community Services	1030 South Gateway Drive, Madera, CA 93637
Madera County Public Health Department – Sara Bosse, Executive Director	1604 Sunrise Avenue, Madera, CA 93638
Madera County Public Health Department – Zoltan Torok, Health Ed. Coord.	1604 Sunrise Avenue, Madera, CA 93638
Madera County Public Health Department – Comprehensive Prenatal Outreach – Cheryl Edgar, R.N.	1604 Sunrise Avenue, Madera, CA 93638
Moy and Associates	6082 Millerton Road, Friant, CA 93626

Camarena Health Center – Paulo Soares	201 South B Street, Madera, CA 93638
Fresno-Madera Area Agency on Aging – Linda Descoteaux	2037 West Bullard Ave. #512, Fresno, CA 93711
Fresno-Madera Area Agency on Aging – Melinda Jo Johnson	2037 West Bullard Ave. #512, Fresno, CA 93711
Community Integrated Work Program	968 Emily Way, Madera, CA 93637
Kings View Community Services	125 South D Street #101, Madera, CA 93638
Madera County Welfare Dept – Child Protective Services	P.O. Box 569, Madera, CA 93639
Picayune Rancheria of the Chukchansi Indians – Member Marco Alcantar	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Secretary Michael Wynn	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Chairwoman Traci Hopkins	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Vice Chair Melvin Espe	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Treasurer Elena Sanders	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Member Laurie Arriaga	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Madera County Behavioral Health	209 E. 7 th St. Madera, CA 93638
Madera County Department of Social Services	1626 Sunrise Avenue, Madera, CA 93637
Oakhurst Sierra Senior Care	49111 Cinder Lane P.O. Box 122, Oakhurst, CA 93644
Oakhurst Area Chamber of Commerce	40343 Highway 41, Oakhurst, CA 93644
Madera Community College Faculty Assoc. – Norma Kaser	30277 Avenue 12, Madera, CA 93638
Madera Community College – Annette Presley	30277 Avenue 12, Madera, CA 93638
Madera Community College – Traci Menz	30277 Avenue 12, Madera, CA 93638

Heartland Opportunity Center – Maureen Rosiere	323 North E Street, Suite 2, Madera, CA 93638
Heartland Opportunity Center – Kristi Anderson, Executive Director	323 North E Street, Suite 2, Madera, CA 93638
Oakhurst Counseling Center – Alisha Carlson	49774 Road 426, Suite D, Oakhurst, CA 93644
Oakhurst Counseling Center – Jenifer Strait	49774 Road 426, Suite D, Oakhurst, CA 93644
SCCD - Oakhurst Center	P.O. Box 1910, Oakhurst, CA 93644
North Fork Rancheria of Mono Indians – Paul Irwin	57907 Old Mill Site Court, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Fred Beihn	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Katrina Gonzalez	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – The Honorable Elaine Fink	33143 Road 222 P.O. Box 929, North Fork, CA 93643
Sierra Mono Indian Museum	33103 Road 228, North Fork, CA 93643
American Association of Retired Persons	2713 Monocott Drive, Madera, CA 93637
Da Vita Madera Dialysis	720 North I Street, Madera, CA 93637
Bass Lake Chamber of Commerce	P.O. Box 126, Bass Lake, CA 93604
Frank A. Bergon Senior Center	238 South D Street, Madera, CA 93637
Golden Valley Chamber of Commerce	37167 Avenue 12, Suit 5C, Madera, CA 93638
Madera County Council on Aging	1030 S. Gateway Drive, Madera, CA 93637
North Fork Chamber of Commerce	33037 Rd 222, North Fork, CA 93643
Chowchilla District Chamber of Commerce	P.O. Box 638, Chowchilla, CA 93610
Ranchos/Hills Senior Center	37330 Berkshire Drive, Madera, CA 93638
Madera Coalition for Community Justice – Maria Rios	219 S. D Street, Madera, CA 93638
Madera Coalition for Community Justice – Lourdes Herrera	219 S. D Street, Madera, CA 93638

Madera Chamber of Commerce	120 North E Street, Madera, CA 93638
Rolling Hills Citizens Association	41016 Ave 11, Madera, CA 93636
Coarsegold Chamber of Commerce	P.O. Box 815, Coarsegold, CA 93614
Leadership Counsel for Justice and Accountability	2210 San Joaquin St. Fresno, CA 93721
Fairmead and Friends	P.O. Box 517, Chowchilla, CA 93610
Chowchilla Senior Center	130 S. Second St. Chowchilla, CA 93610
Madera County Food Bank	225 South Pine, Madera, CA 93637
Valley Children's Hospital	9300 Valley Children's Pl., Madera, CA 93638
Madera County Connection	201 W Almond Ave, Madera, CA 93637
Madera County Workforce	2037 W Cleveland Ave, Madera, CA 93637
Sierra Senior Society, Inc	P.O. Box 122, Oakhurst, CA 93644

INDIVIDUALS	
Cynthia Ortegon	Russell Shaw
Daniel Rivera	Nancy Fitzgerald
Doris Harley	Pamela Mashack
Jose Munera	Linda Clark
Mike Fuller	Modesta Avila
Gloria T. Media	

[Analysis of the Public Comments Received for FY 2024-25](#)

The SSTAC reviewed twenty-seven comments. Seventeen of the comments were identified as potential unmet transit needs and were evaluated using the “unmet transit need” and “reasonable to meet” definitions. The SSTAC has made the following recommendations for each jurisdiction:

SSTAC Recommendation for Madera County: There are unmet transit needs, including needs that are reasonable to meet.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs that are reasonable to meet.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs that are reasonable to meet.

MCTC Staff concur with the SSTAC recommendations for all three jurisdictions.

The rest of the comments received were determined to be either operational or non-transit issues. These comments were forwarded to the appropriate agencies to be addressed. Agenda items and minutes of the meetings held by the SSTAC during this fiscal year, the SSTAC recommendations letter to the MCTC Policy Board, and the signed resolution by the MCTC Policy Board of the unmet transit needs findings for FY 2024-25 will be included in the Appendix.

All twenty-seven public comments received and subsequent SSTAC responses and recommendations are following:

1. Comment Form – Mail:

Name: Fanny Sofia De La O – Madera

Received: October 24, 2023

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Metro Dial-A-Ride (DAR)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: St. Agnes Community Hospital in Fresno. Above all for people over 60 like me. We need help*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Metro (DAR) for hospital appointments in Fresno*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I haven't had any issues, and the drivers are very kind*.

[SSTAC Recommendation: Not an unmet transit need](#)

There are options to travel to Fresno for medical appointments from Madera. Madera County provides fixed route service from Madera to Valley Children's Medical Center, where riders can connect to Fresno Area Express to get to destinations (including medical) in the City of Fresno. Madera County also provides the Medical Escort service on Tuesday, Wednesday, & Thursday specifically for medical trips to the Fresno and Clovis Area.

2. Online Survey #1

Name: Anonymous

Received: September 7, 2023

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I want to save the schedules*.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

[SSTAC Recommendation: Not an unmet transit need](#)

There are many ways to access and save the schedules. They are available in hardcopy or for download on each agency's website.

3. Online Survey #2

Name: Anonymous

Received: September 9, 2023

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I never have problems when riding it.

[SSTAC Recommendation: None](#)

4. Online Survey #3

Name: Sarai Ortiz

Received: February 14, 2024

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I would if there was public transportation on Sundays, since that is the day the farm workers have off. The mayor attractions are the San Joaquin Church, Walmart, Lions Park*.

Q3: Describe the transit improvements(s) you are requesting.

A3: The last changes were good, maybe if the route would reach the train station, go by Camarena kids on Yosemite, by the fire station, the Toro Loco store, DDS or a stop by Country Club would have more ridership*.

Q4: Do you feel safe using transit? Why or why not?

A4: No, because of the waiting time, it can be more than 1 hour and then it won't come by. Perhaps if they had fixed schedules, even if they take 1 hour, but with the schedule set and update the schedules on-line, it will improve planning when to take the bus. Inside the bus there are no issues, the drivers are good drivers, and the use of seatbelts is also good*.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Thank you, I took the bus for a long time, and I was waiting for the opportunity to share my thoughts, since there wasn't that option before*.

SSTAC Recommendation: Not an unmet transit need

Dial-a-Ride service is available on Sundays. A greater need would have to be established (i.e. community acceptance, potential ridership) before amending the budget and contracting with MV Transit to add a fixed route service on Sundays. Even though utilizing Dial-a-Ride requires an advance reservation, same-day service is available if there are cancellations. The City of Madera conducted a Transit Plan Services Assessment that was completed in July 2023. The newest route changes that have been implemented have been based on the results of the assessment.

St Joachim's Catholic Church, Camarena Kids, and Walmart are being served by the current fixed route system on Monday - Saturday.

5. Online Survey #4

Name: Anonymous

Received: February 21, 2024

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No

Q3: Describe the transit improvements(s) you are requesting.

A3: A connection to Merced, specifically to Merced Amtrak station

Q4: Do you feel safe using transit? Why or why not?

A4: In general, yes. Though I have not used Madera County services.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Please consider connections to Merced. Thank you!

SSTAC Recommendation: Not an unmet transit need

There is not enough documented demand for a route to Merced. There was a route in the past that was discontinued due to low ridership. There are options to get to Merced Amtrak utilizing existing local transit service combined with rail service. The Madera Metro Blue Line serves the Madera Amtrak Station (MDR). Amtrak tickets from Madera to Merced cost \$9.00 for a direct one-way trip and have six different time options. The train ride takes less than 35 minutes.

6. Online Survey #5

Name: Anonymous

Received: March 1, 2024

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: Time punctuality for Madera Community College students.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

SSTAC Recommendation: None

The City values punctuality as a crucial aspect of a dependable and efficient transit system, a principle embraced by Madera Metro. Various reasons can cause a bus to run late, which would typically be categorized as an operational concern.

7. Comment Form – In-person Workshop

Name: Esther Cuevas V – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Camarena Health. There needs to be a returning bus after 1 pm because doctors take their time*.

Q3: Describe the transit improvements(s) you are requesting.

A3: At least three times per week to go to the doctor*.

Q4: Do you feel safe using transit? Why or why not?

A4: Always*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

8. Comment Form – In-person Workshop

Name: Bertha Garcia – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: La Vina, Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: There aren't buses that go directly to the hospital*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Bus to come more days to per week and more frequently, like every half-hour. More stops in the City, more shelters, trash pick-up.*.

Q4: Do you feel safe using transit? Why or why not?

A4: No, the bus schedule makes me feel unsafe*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

9. Comment Form – In-person Workshop

Name: Guadalupe Nuñez – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: La Vina, Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Connections to medical sites like Camarena, routes to the Madera College*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Street lighting, sidewalks towards the store, electronic signage with bus schedule. Bus to come more often, more days, for more hours, and going to more places*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

MCC and the Madera Metro have fixed routes to Madera College. All but two of the Camarena clinics are being served by the current route system in the city. In most cases, the riders are dropped off right at the clinic.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

SSTAC Recommendation: Unmet transit need, reasonable to meet

The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. However, the app may not perform well in areas with weak internet service. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

10. Comment Form – In-person Workshop

Name: Lourdes Castillo – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: MCC only arrives 3 times per week and I have to plan my trips.*.

Q3: Describe the transit improvements(s) you are requesting.

A3: MCC should arrive 4-5 times per week*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

11. Comment Form – In-person Workshop

Name: Armando Martes – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro, Metro Dial-A-Ride, Madera County Connection (MCC), MCC Madera Dial-A-Ride, MCC Chowchilla Dial-A-Ride

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Yes, to La Vina*.

Q3: Describe the transit improvements(s) you are requesting.

A3: We need one bus stop at the La Vina Store*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, very safe*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not sufficient room for a bus shelter at the store; however, the County will continue to work with the store owner to find a solution. There may be a stop added on the other side of the street where there are planned sidewalks. Most of the MCC stops are in the unincorporated area that lacks infrastructure like sidewalks to add an ADA compliant shelter.

12. Comment Form – In-person Workshop

Name: Lidia Tinajero – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC), other

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No*.

Q3: Describe the transit improvements(s) you are requesting.

A3: More days and more times per day. Everyday and every 3 hours*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, it is comfortable and safe*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

13. Comment Form – In-person Workshop

Name: Catalina Ceja de Saldana – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: XXXXX Ave 9, (Casas de la Vina). That the bus comes over more times per week*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Every day of the week. That the schedule is more accessible, more frequency*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, the buses are comfortable, and the trip is safe*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

14. Comment Form – In-person Workshop

Name: Ascencion Aguayo – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: (Respondent skipped this question)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: A bench on La Vina Street*.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

15. Comment Form – In-person Workshop

Name: Lisbeth Lopez – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro, Other (Uber/Taxi)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: To all the Camarena clinics since there is no hospital in Madera*.

Q3: Describe the transit improvements(s) you are requesting.

A3: For the bus to go to La Vina every day, at least twice per day. Install a shelter and bench*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I do feel safe since they provide a good service*.

SSTAC Recommendation: Not an unmet transit need

All but two of the Camarena clinics are being served by the current route system in the city. In most cases, the riders are dropped off right at the clinic.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

16. Comment Form – Mail

Name: Cynthia Russell

Received: March 4, 2024

Q1: Which systems do you most frequently use?

A1: Madera Metro, Chowchilla Area Transit Express, Madera County Connection

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Yes, I would like Chowchilla City Bus to run until 5PM with weekend service.

Q3: Describe the transit improvements(s) you are requesting.

A3: Chowchilla needs more drivers. One time there were no drivers available, and they canceled my trip.

Q4: Do you feel safe using transit? Why or why not?

A4: No, the driver XXXXX in Chowchilla drove with the door open twice and gave no explanation for it.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Several years ago, the City approved a pilot program with extended hours until 5 pm. For two years it was underutilized, so the service was discontinued. The City will continue to monitor community needs to determine if there should be an extension of service hours based on information collected during outreach efforts and ridership data.

SSTAC Recommendation: None, operational concern

The City of Chowchilla has been experiencing staffing shortages, but a new part-time driver/dispatcher was hired and is being trained.

The driver in question was counseled and given a warning for driving with the door open. Unfortunately, from time to time there may be a passenger who carries an unpleasant odor; the driver drove with the doors open in an attempt to “air out” the bus. The City will provide deodorizers to help minimize the odor and drivers will not drive with the doors open again.

17. Online Survey #6

Name: Anonymous

Received: March 5, 2024

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Family member needs a ride on work days from Yosemite Ave to Valley Children’s Hospital 8pm and pick up at 7am back to Yosemite Ave.

Q3: Describe the transit improvements(s) you are requesting.

A3: More availability on times for those working but unable to drive.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: My brother-in-law got a job at Valley Children's hospital, he is not a licensed driver, he needs transportation to and from work. Having affordable public transportation would be great.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for transit service to Valley Children's Hospital in the evenings. The microtransit study will provide guidance on the amount of ridership needed to support this service if implemented.

18. Online survey #7

Name: Anonymous

Received: March 6, 2024

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: None

Q3: Describe the transit improvements(s) you are requesting.

A3: May there please be a stop near Sherwood that the Madera college bus can pick us up and also have a more better time management.

Q4: Do you feel safe using transit? Why or why not?

A4: I feel safe.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Fix your stops.

SSTAC Recommendation: Not an unmet transit need

To get to Madera City College from Sherwood Way, there are a couple of options. A rider can reserve Dial-a-Ride to get to the college, or they can use the fixed route system. To use the fixed route system, get on the bus at one of the three bus stops along Sherwood Way. Take the blue line to Walgreens, then transfer to the green line to get to the college.

19. Online Survey #8

Name: Anonymous

Received: March 12, 2024

Q1: Which systems do you most frequently use?

A1: Roads within Madera County and they are dangerous and a mess.

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: The "bus" in EMC is empty every time I see it, so cut back or eliminate it and focus on safety and roads.

Q3: Describe the transit improvements(s) you are requesting.

A3: Safer main roads, as tired of reading about fatal accidents. What is the coordination and interaction that Co. can be taking with the State for some of these roads? Let's talk about fire escape roads and get them fixed. Don't ignore what is blatantly broken.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: How about descent, safe roads for a start, as far more important than where dial a ride goes. Why are evacuation routes in Eastern Madera County not repaired and down to one lane? Address the real issues, please.

SSTAC Recommendation: None

Regarding empty buses at a specific location along a route, the nature of public transit is not for riders to get on and ride the entire route. They get on and off along the way. Therefore, there are points along the route where passengers have generally gotten off and others have not got on yet. These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the County of Madera's Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

20. Online Survey #9

Name: Anonymous

Received: March 12, 2024

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

[SSTAC Recommendation: None](#)

21. Virtual Workshop Comment

Name: Anonymous

Received: March 12, 2024

What we need in the mountains is medical transit to hospitals in Fresno, Madera, or Mariposa.

[SSTAC Recommendation: Unmet transit need, not reasonable to meet](#)

The County provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays. Some residents are not healthy enough to utilize this service, since the ride and wait times can be long. In some instances, riders are dropped off in the morning for their appointments and then wait to get picked up, in some cases several hours later, after the rest of the riders are done with their appointments to head back home. The County believes that microtransit service will assist in making these medical trips more convenient, increasing the benefit to residents.

22. Online Survey #10

Name: Anonymous

Received: April 2, 2024

Q1: Which systems do you most frequently use?

A1: None of the above.

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: None, I don't use a bus.

Q3: Describe the transit improvements(s) you are requesting.

A3: Fix our roads, repair potholes countywide, repair 221 before it falls into the river, install or cause to be installed and maintained stop signs on all roads leading to Road 426, build sidewalks on Road 426 and the School Road. Sidewalks on SR 41 in Oakhurst.

Q4: Do you feel safe using transit? Why or why not?

A4: I do not use public transit.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: (Respondent skipped this question)

SSTAC Recommendation: None

These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the County of Madera's Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

23. Comment Letter – Mail

Name: Synergy Kauffman – North Fork

Received: April 5, 2024

A pick-up drop-off stop closer to Road 200 would be awesome. Like really near the fire station or maybe near the turn out.

Thank you,
Synergy Kauffman

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for a new stop that would add ten minutes or more to the route at this time.

24. Comment Letter – Mail

Name: Scott and Brenda McElroy – Madera Ranchos

Received: April 8, 2024

Thank you for this opportunity to share our requests and concerns. We've been Madera Ranchos residents for forty-four years and love the community. We want to see it be a safe and enjoyable place for generations to come. These are the issues we would like to see addressed:

1. The intersection at Avenue 12 and Hwy 41 needs double right turn lanes for cars turning right from Avenue 12 going onto south Hwy 41. This would keep the cars from backing up onto Avenue 12 and keep cars from illegally turning from the middle lane and causing issues with drivers unaware of their presence where they're not supposed to be there.
2. Drivers should not be able to turn left into Riverstone from westbound Avenue 12 unless there's a separate turn lane provided. Some of those streets have those little poles to block drivers from doing that, but Riverstone Blvd (I believe) has a double yellow but no barrier. Traffic suddenly stops, when someone decides to turn left over the double yellow at a point that people are not expecting. It is unsafe. Road 40 has a break in the double yellow, but no left turn lane which is also unsafe.
3. Our wonderful little street, Sparta Ave. (between XXXXX and XXXXX), has waited patiently to be cared for as many of our neighboring streets have been. There are many smooth roads that we love to ride our bikes on. XXXXX is not one of them. It is really bad. Please consider putting it on the list for repaving in the near future.

Sincerely,

Scott and Brenda McElroy

SSTAC Recommendation: None

These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the County of Madera's Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

25. Public Hearing Comment – In person

Name: Cynthia Ortegon - Madera

Received: April 24, 2024

I'm with the City of Madera Transportation Advisory Board. I'm the chair. I'm also on the City of Madera ADA Advisory Board since 2006. I'm disabled and I come to meetings and I'm glad that this meeting is at 3:00pm because if I have a meeting at 5:00pm or later, the Dial-a-Ride bus can't pick me up and take me home because they stop picking people up at 5:30pm. So I know it's convenient for people who work and everything, but for the disabled community and seniors it is hard to be able to schedule rides for meetings held later in the evening. I was recently at our last Transportation Advisory meeting in January. The City did a workshop on micro-transportation, which is a door-to-door service, which would be like an Uber, and I am very excited about it. We have about 14 months to get this program going, which is a short period of time, because there's not a lot available in this area. There's not a lot of companies that have already established that work in the city and I'm hoping that the County will participate in this so the county people that live in the mountains and need to come down the mountain for services, will have a faster and more efficient ride. One of the things I found out doing some research on these micro projects they had a pilot program in LA. In LA they were charging each rider a \$1 per ride and the City was paying \$47 to that company for each ride. That was a lot of money and I know there was negotiations to be able to get that number down. For the amount of people that took the Madera Metro last year, which was about 68,000 and times that by \$47, I got about \$2M, mas y menos for that, and that's a lot of money. Madera is a little town, we don't have that many people and we don't have that much stuff. Transportation is very important for everybody in the town, in the city and the county especially. I go by where the County buses are parked on Almond, and I like to wave to the drivers there because they're really nice. I was concerned for them because it didn't look like they had a place to go inside and sit and get out of the sun. Their buses were sitting there in the heat, just getting hot. Then I found out, I went into the building, and I found out they do have a nice area for them to use the restrooms and get out of the sun and stuff. Even though their vans are sitting out there in the sun, there's no cover from the weather, the rain or anything. And I know that if we do incorporate this microtransit program, the Uber, then we need to install charging stations, solar farms, wind farms, something to generate that energy so it's not so costly to the City and the County. That's something we need to get going on if we have 14 months to do this. So, I'd like to really encourage the City and the County to work together on this program so that we have better transportation in the county.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Many events, including public meetings, begin at the end of the business day. Providing public transit service later in the evenings would provide transit dependent persons with increased mobility options. However, when the City surveyed residents as part of its recent needs assessment, later service was not

an issue. The need for later service would need to be established by further analysis and demonstrated possibly by a pilot study.

26. Public Hearing Comment – Online

Name: Andrea Uribe, Leadership Counsel for Justice and Accountability

Received: April 24, 2024

I just wanted to say thank you for the workshop that was hosted in La Vina on March 1. I know a lot of community members had an opportunity to talk about their unmet needs there. I just wanted to highlight some of the things the community members talked about during that day. I think one of the biggest things that came up in conversation was safety and I know one of the questions from the survey was, “Do you feel safe using transit?” I’ll just share a little excerpt from the meeting. At first most of the residents said ‘yes, we feel safe riding the bus’, because the residents were thinking mainly of their safety within the bus, like their route from Stop A to Stop B. Then we started talking about what it takes to get on the bus and make it back home and the conversation shifted. Residents brought out that they would like to have lighting at bus stops and on the pathways from their homes to the bus stop so that they could feel safe on their way to the bus stops. Additionally, one of the residents there shared a story of a time when one of her doctor’s appointments ran late and she missed her bus back to La Vina and similar to what the person before me just said, there were no other buses that ran after that set time. And like I said also, she used an electric wheelchair to get along, and because of this, she wasn’t able to just call a random taxi because she didn’t know if they would be able to accommodate for her wheelchair. She also talked about how reception was spotty, and she couldn’t just call an Uber or a Lyft because of not having reception, not having consistent access to data. She wasn’t sure if these options would be ADA Compliant. So, I just wanted to point out that sometimes it’s not that the residents are feeling scared or unsafe using public transit while they’re on the bus, but they were scared to be stranded if they relied on the bus. I also think this just discourages people from using the bus in general and makes it seem like the necessity for public transport maybe isn’t as needed in La Vina because the numbers of people using the bus aren’t as high, but I think it’s just that sometimes people aren’t able to use it as much because they’re not able to run their errands, or they’re not able to feel ensured that they will be able to have a ride back home. And I just want to reiterate that safety is important outside of the physical bus driving and they need to feel safe while they are walking on their way to the bus stop and they need to be able to feel like they would be able to make it back home. With that being said, they also reiterated the need for more infrastructure at the bus stops, like a trash can, maybe a light or a way to show the bus schedule and if the bus is showing up on time or if it’s running late and having additional route times and having the bus show up with more consistency.

SSTAC Recommendation: Unmet transit need, reasonable to meet

The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. However, the app may not perform well in areas with weak internet service. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

SSTAC Recommendation: Not an unmet transit need

The County transit administration will not allow trash cans at the stops because of the sustained maintenance that would be required.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

27. Public Hearing Comment – Online

Name: Dan Metz, Oakhurst, Representing Sierra Citizens

Received: April 24, 2024

I'm not sure how much input you've had from the elderly and the disabled in the outlying areas, such as Oakhurst. We have a terrific community here of the elderly and the people who need rides to medical appointments, including into Fresno, primarily. I don't know what you can do about providing services of that type, but I'm also curious how much input you have received in total in your workshops, how many people participated. I'm also doubtful that you will have much input from the elderly or the disabled in the eastern county and the outlying areas without access to internet.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The County provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays. Some residents are not healthy enough to utilize this service, since the ride and wait times can be long. In some instances, riders are dropped off in the morning for their appointments and then wait to get picked up, in some cases several hours later, after the rest of the riders are done with their appointments to head back home. The County believes that microtransit service will assist in making these medical trips more convenient, increasing the benefit to residents.

The final Unmet Transit Needs Analysis and Recommendations Report, scheduled for release in June 2024, will include a comprehensive overview of the entire unmet transit needs process for FY 2024-25. This will include details on outreach and advertising efforts, workshop participation, and all comments received.

Conclusion

The challenges of improving mobility in a region that encompasses urban and rural areas will remain. Nevertheless, MCTC is committed to collaborating with local transit agencies, the SSTAC, social service agencies, local jurisdictions, and county residents to enhance the transit systems in Madera County.

Additionally, the feedback gathered from the unmet transit needs process has offered valuable perspectives on the local transit systems' overall state in Madera County. Local transit agencies have acknowledged these comments as they strive to implement improvements and adjustments whenever feasible.

Looking ahead, the focus will remain on fostering a resilient and adaptable transit network. This includes exploring innovative transportation options - like microtransit, enhancing connectivity between different transit systems, and ensuring that underserved areas receive the attention they need for equitable access. Community engagement will continue to be a cornerstone of this endeavor, with regular opportunities for residents to provide comments to help refine and improve service.

In conclusion, despite the existing challenges, the collaborative efforts of all stakeholders reflect a progressive strategy towards establishing more accessible, streamlined, and inclusive transit systems in the Madera County Region.

Appendix

- A. Social Services Transportation Advisory Council Meeting Agenda – November 16, 2023*
 - B. Social Services Transportation Advisory Council Meeting Agenda – February 6, 2024
 - C. Social Services Transportation Advisory Council Meeting Agenda – April 30, 2024
 - D. Social Services Transportation Advisory Council Recommendations to MCTC Policy Board
 - E. MCTC Policy Board Signed Resolution 24-05 – Unmet Transit Needs Findings FY 2024-25
- *Note: The Social Services Transportation Advisory Council meeting for August 8, 2023, was cancelled.

Appendix



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

or Join Zoom Meeting

<https://us06web.zoom.us/j/88112999760?pwd=eThLTVAxNmJ3SGs4dEl4bXJQcDRtdz09>

Meeting ID: 881 1299 9760

Passcode: 509555

Call in: +1 408 638 0968

DATE

November 16, 2023

TIME

12:00 PM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

- | | |
|----------------------------|--|
| Frank Simonis, Chair | Potential Transit User Who Has a Disability |
| Alycia Falley, Vice Chair | Local Social Service Provider for Persons with Disabilities |
| Rosalind Esqueda | Social Service Transportation Provider for Seniors |
| Monty Cox | Social Service Transportation Provider for Seniors |
| Bertha Vega | Local Social Service Provider for Persons of Limited Means |
| Vincent Parker | Social Service Transportation Provider for Persons with Disabilities |
| Michelle Hernandez | Local Social Service Provider for Seniors |
| Franklina Bogan | Potential Transit User Who is 60 Years of Age or Older |
| Lynda Schafhauser | Potential Transit User Who is 60 Years of Age or Older |
| Olga Olivia Saucedo-Garcia | Local Social Service Provider for Seniors |

REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to sandy@maderactc.org, 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 Social Services Transportation Advisory Council 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 al (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 SSTAC may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

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

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 SSTAC 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 SSTAC 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 SSTAC, 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

Item	Description	Enclosure	Action
1.	Roll Call		
2.	Public Comment		
3.	Introduce new SSTAC members	No	Discussion
4.	Approve Minutes of the May 1, 2023, Social Services Transportation Advisory Council Meeting	Yes	Action
5.	Local Transit Agency Updates	No	Discussion
6.	Overview of SSTAC and Unmet Transit Needs Process <ul style="list-style-type: none"> • MCTC Policy Board Adopted Unmet Transit Need and Reasonable to Meet Definitions • Caltrans UTN documentation compliance letter • Unmet Transit Needs flyer – English & Spanish 	Yes	Discussion
7.	UTN Comment Analysis (July 1-Nov 2) <ul style="list-style-type: none"> • UTN Comments Summary • UTN Original Comments • UTN Analysis Table 	Yes	Discussion
8.	Announcements	No	Discussion
9.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, May 1, 2023

The regular meeting of the Social Service Transportation Advisory Council held Monday, May 1, 2023 and was called to order by Chair, Frank Simonis, at 9:10 am.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Is Disabled – appeared via Zoom for Just Cause under AB 2449

Monty Cox, Representative of a Transit Provider, Madera County

Bertha Vega, Representative of a Local Social Service Provider for Persons of Limited Means

Michelle Hernandez, Representative of the Local Social Service Provider for Seniors

Olga Olivia Saucedo-Garcia, Representative of the Local Social Service Provider for Seniors

STAFF PRESENT:

Nicholas Dybas, Madera County Transportation Commission

Evelyn Espinosa, Madera County Transportation Commission

Jeff Findley, Madera County Transportation Commission

Dylan Stone, Madera County Transportation Commission

Sandy Ebersole, Madera County Transportation Commission

VISITORS PRESENT:

David Padilla, Caltrans

Keyomi Jones, Caltrans

Nicholas Isla, Caltrans

Marcela Zuniga, City of Madera

Robin Roman, City of Chowchilla

Rebecca Donabed

I: Call to Order

Meeting started at 9:10 AM.

II: Public Comment

No public comment received.

III: Minutes of the January 30, 2023 SSTAC Meeting

Motioned by Olga Saucedo. Seconded by Bertha Vega. Approved 5-0.

IV: Unmet Transit Needs Comment Analysis

The SSTAC completed the analysis of the 17 comments received up to April 19, 2023. The recommendation for these comments will be shared with the MCTC Board along with all previously reviewed comments from the past Fiscal Year at the May MCTC Policy Board Meeting. Motioned by Frank Simonis. Seconded by Monty Cox. Approved 5-0.

V. Appoint SSTAC Representative to attend MCTC's May 17 Board Meeting

Frank Simonis was nominated to be the SSTAC Representative. Motioned by Monty Cox. Seconded by Bertha Vega. Approved 5-0.

VI. Discuss Future Meetings

Quarterly schedule for 2023-24 was presented to the SSTAC for their discussion. The Tuesday after the first Monday of the month was chosen to base the schedule around. The time was chosen to be 10:00 am. Staff will follow up with placeholder calendar invites.

VII. Miscellaneous

Staff informed the SSTAC that Nicholas Dybas will be leaving MCTC and that his last day is June 2.

VIII. Adjournment

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT 11:00 AM



STAFF REPORT
 Social Services Transportation Advisory
 Council Meeting
 November 16, 2023

AGENDA ITEM: 6

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

The role of the Social Services Transportation Advisory Council and an overview of the Unmet Transit Needs Process

Enclosure: Yes

Action: For information and discussion

SUMMARY:

MCTC is the administrator of the Transportation Development Act (TDA) funds for Madera County and is responsible for performing the annual “unmet transit needs” process. The purpose of this process is to ensure that all “unmet transit needs” that are “reasonable to meet” are met before any TDA funds are expended for non-transit uses, such as street and roads.

The TDA also requires that MCTC establish a Social Services Transportation Advisory Council (SSTAC). The Public Utilities Code (PUC) defines the required membership of the SSTAC. The SSTAC solicits public input regarding transit service needs for the transit-dependent and transportation-disadvantaged persons, including the elderly, persons with disabilities and low-income persons. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

Typically, the annual unmet transit needs public hearing is held in the spring, prior to the end of each fiscal year. However, Madera County residents can participate in the unmet transit needs process all year long in a way that is convenient for them. Options include submitting a comment by phone, mail, email, or by filling out an online survey. In addition, the unmet transit needs webpage on the MCTC website makes information regarding the unmet transit

needs process, submitting a comment, or looking at past years' unmet transit needs reports readily accessible.

MCTC Unmet Transit Needs webpage: [Click here](#)

Unmet Transit Needs Bilingual Survey link: [Click here](#)

Unmet Transit Needs English and Spanish Comment Form: [Click here](#)

On May 17, 2023, the MCTC Policy Board adopted Resolution Number 2023-05, approving the unmet transit need finding for FY 2023-2024 that:

“There are no unmet transit needs that are reasonable to meet in the County of Madera. There are unmet transit needs that are reasonable to meet in the City of Madera. There are no unmet transit needs in the City of Chowchilla.”

For details regarding the unmet transit needs finding and an assessment of the size and location of groups likely to be transit-dependent in Madera County, please see the [Unmet Transit Needs Final Analysis and Recommendations Report for FY 2023-2024](#).

The required unmet transit needs documentation for FY 2023-2024 has been submitted to the California Department of Transportation and has been approved.

For more information, please contact Natalia Austin at naustin@maderactc.org or 559-675-0721 ext. 6.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



**Madera County Transportation Commission
Unmet Transit Needs and Reasonable to Meet Definitions
Policy Board Adopted by Resolution No. 22-01**

The Madera County Transportation Commission adopted the following definitions for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS**: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET**: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c)).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.
 - The proposed transit service will be safe and comply with local, State and federal law.
 2. **Community Acceptance**
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 3. **Benefit to Population**
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. **Cost-Effective**
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. **Consistent with Intent of Existing Transit Service(s) and Plans**
 - Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).



- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32 | SACRAMENTO, CA 94273-0001
PHONE (916) 654-8811 FAX (916) 654-9366 TTY 711
www.dot.ca.gov



July 24, 2023

Ms. Patricia Taylor
Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

Dear Ms. Taylor:

Thank you for submitting your agency's unmet transit needs documentation for Fiscal Year 2023-24. I have reviewed your documentation, as required under Public Utilities Code Section 99401.6 of the Transportation Development Act, and find the documentation to be complete and in accordance with current statutes.

Please continue to work with David Padilla, telephone number (559) 905-9371, at the local Caltrans District 6 office to help identify solutions in meeting your region's transit needs.

If you have any questions or need to contact us, please do not hesitate to call Tiara Schmidt at (916) 907-2135.

Sincerely,

Joshua Pulverman

JOSHUA PULVERMAN, Branch Chief
Integration and Network Planning

c: David Padilla, Department of Transportation
Tiara Schmidt, Department of Transportation
Patricia Taylor, Madera County Transportation Commission

DOES LOCAL PUBLIC TRANSIT MEET YOUR TRANSPORTATION NEEDS?

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?



TELL US ABOUT YOUR UNMET TRANSIT NEED!



An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. It is also a need required to comply with the Americans with Disabilities Act (ADA).

We want to hear from you!

In coordination with the Madera County Transportation Commission, the Social Services Transportation Advisory Council would like to receive comments regarding unmet transit needs that may exist in the local transit services in Madera County from transit dependent persons, including the elderly, persons with disabilities, and persons of limited means.

Fill out an online survey

If you prefer to submit your comments electronically, fill out the online survey by scanning the QR code or go to:
<https://www.surveymonkey.com/r/UTN2024MCTC>



Submit a comment form

Fill out a comment form to give details about the transit improvements you are suggesting.



¿EL TRANSPORTE PÚBLICO LOCAL SATISFACE SUS NECESIDADES DE TRANSPORTE PÚBLICO?

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?



¿CUÉNTENOS SOBRE SU NECESIDAD DE TRANSPORTE PÚBLICO INSATISFECHA!

Una necesidad de transporte público insatisfecha es una necesidad expresada o identificada que actualmente no se satisface a través de los servicios de transporte público existentes. Una necesidad de transporte público insatisfecha también es una necesidad requerida para cumplir con al Ley de Estadounidenses con discapacidades (ADA).

¡Queremos saber de ti!

En coordinación con la Comisión de Transporte del Condado de Madera, el Consejo Asesor de Transporte Público de Servicios Sociales desea recibir comentarios sobre las necesidades de transporte no satisfechas que puedan existir en los servicios de transporte público locales en el Condado de Madera por parte de personas dependientes del transporte público, incluidos los ancianos, las personas con discapacidades y las personas de recursos limitados.

Llene una encuesta en línea

Si prefiere proveer comentarios en línea, llene la encuesta en línea escaneando el código QR o llenando a: <https://www.surveymonkey.com/r/UTN2024MCTC>



Llene un formulario

Llene un formulario de comentarios para dar detalles acerca de las mejoras de transporte público que sugiere.

Comparta sus ideas de la forma más conveniente para usted!





STAFF REPORT
 Social Services Transportation Advisory
 Council Meeting
 November 16, 2023

AGENDA ITEM: 7

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

The Social Services Transportation Advisory Council will analyze public comments received to determine if those comments meet the criteria of the adopted definitions of "Unmet Transit Need" and "Reasonable to Meet" before making a final recommendation of findings to the MCTC Policy Board for FY 2024-25.

Enclosure: Yes

Action: Identify comments that meet the criteria of an unmet transit need and provide further direction.

BACKGROUND:

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to each eligible county based on population, taxable sales and transit performance.

All counties eligible for this funding are required to establish and implement a process of citizen participation, utilizing the Social Services Transportation Advisory Council (SSTAC) to identify the needs of transit dependent or disadvantaged persons. CA PUC Section 99238.5 (a) requires that this process provides at least one public hearing annually.

If the MCTC Policy Board through the unmet transit needs process identifies an "unmet transit need" and determines the need is "reasonable to meet", these transit needs must be met before any TDA funds are expended for non-transit uses, such as street and road projects. (Definitions of "unmet transit need" and "reasonable to meet" were adopted by the MCTC Policy Board and are attached for reference.)

According to CA PUC Section 99401.5 (c), an agency's determination of needs that are "reasonable to meet" shall not be made by comparing unmet transit needs with the need for streets and roads.

SUMMARY:

MCTC staff have provided all transit related public comments received between the period of July 1, 2023, through November 2, 2023, for the SSTAC to evaluate and apply the “Unmet Transit Need” and “Reasonable to Meet” MCTC Policy Board adopted definitions. The SSTAC will provide direction on which comments meet the criteria of an unmet transit need, if additional information or analysis is needed, and whether a comment should be recommended for consideration by the MCTC Policy Board for FY 2024-25.

For more information, please contact Natalia Austin at naustin@maderactc.org or 559-675-0721 ext. 6.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



Unmet Transit Needs Comments

FY 2024-2025

Received July 1, 2023 - November 2, 2023

1. Comment Form – Mail:

Name: Fanny Sofia De La O – Madera

Received: October 24, 2023

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Metro Dial-A-Ride (DAR)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: St. Agnes Community Hospital in Fresno. Above all for people over 60 like me. We need help*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Metro (DAR) for hospital appointments in Fresno*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I haven't had any issues, and the drivers are very kind*.

2. Online Survey #1

Name: Anonymous

Received: September 7, 2023

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of

town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I want to save the schedules*.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

3. Online Survey #2

Name: Anonymous

Received: September 9, 2023

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I never have problems when riding it.



2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Fanny Sofía De La O

Correo electrónico: [Redacted]

Ciudad*: Madera Número de Teléfono: [Redacted]

1. ¿Qué sistema de transporte público usa frecuentemente?*
- | | |
|---|---|
| <input type="checkbox"/> Madera Metro | <input type="checkbox"/> Madera County Connection (MCC) |
| <input checked="" type="checkbox"/> Metro Dial-A-Ride (DAR) | <input type="checkbox"/> MCC Madera Dial-A-Ride (DAR) |
| <input type="checkbox"/> Chowchilla Area Transit Express (CATX) | <input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR) |
| <input type="checkbox"/> Otro (por favor especifique) | <input type="checkbox"/> Eastern Madera County Senior Bus |
| | <input type="checkbox"/> Eastern Madera County Escort Service |

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

Sí, St. Agnes Community Hospital
en Fresno. Sobre todo para los mayores de 60 años
como yo. Necesitamos ayuda.

3. Describa las mejoras de transporte público que necesita.*
Metro Dial-A-Ride (DAR) para citas
en los hospitales en Fresno.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?
Sí, no he tenido ningún problema y
los conductores son muy amables.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida



#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 07, 2023 5:19:09 PM
Last Modified: Thursday, September 07, 2023 5:23:06 PM
Time Spent: 00:03:57
IP Address: 107.115.33.41

Page 1

Q1 Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

Quiero saver los horarios

Q3 Respondent skipped this question

Describe the transit improvements(s) you are requesting. /
 Describa las mejoras de transporte público que necesita.

Q4 Respondent skipped this question

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Q5 Respondent skipped this question

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 09, 2023 12:06:28 PM
Last Modified: Saturday, September 09, 2023 12:07:52 PM
Time Spent: 00:01:23
IP Address: 73.48.144.88

Page 1

Q1

Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

No

Q3

Respondent skipped this question

Describe the transit improvements(s) you are requesting. /
 Describa las mejoras de transporte público que necesita.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Yes I never have problems when riding it

Q5

Respondent skipped this question

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO
 FY 2024- 2025 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received July 1 - November 2, 2023)

PUBLIC COMMENT	IS THIS AN UNMET NEED?	SSTAC RECOMMENDATION / DISCUSSION	Reasonable to Meet Requirements						
			Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistent with Existing Service and Plans		
NEW SERVICE									
1	Travel to St.Agnes Community Hospital in Fresno by Madera Metro Dial-a-ride								
AMENITIES OR IMPROVEMENTS									
2	Ability for users to save the transit schedules (Madera Metro)								
3									
4									



Meeting of the Social Services Transportation Advisory Council

MEETING LOCATION

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

Or join via Zoom

<https://us06web.zoom.us/j/89073566436?pwd=bFpZUXluK2xkUDRMd2N3c2w4VkVvQT09>

Meeting ID: 890 7356 6436

Passcode: 046542

Call in: +1 408 638 0968

DATE

February 6, 2024

TIME

12:00 PM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair
Alycia Falley, Vice Chair
Rosalind Esqueda
Monty Cox
Bertha Vega
Vincent Parker
Michelle Hernandez
Franklina Bogan
Lynda Schafhauser
Olga Olivia Saucedo-Garcia

Potential Transit User Who Has a Disability
Local Social Service Provider for Persons with Disabilities
Social Service Transportation Provider for Seniors
Social Service Transportation Provider for Seniors
Local Social Service Provider for Persons of Limited Means
Social Service Transportation Provider for Persons with Disabilities
Local Social Service Provider for Seniors
Potential Transit User Who is 60 Years of Age or Older
Potential Transit User Who is 60 Years of Age or Older
Local Social Service Provider for Seniors

REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to sandy@maderactc.org, 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 Social Services Transportation Advisory Council 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 on the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meetings 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 SSTAC may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

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

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 SSTAC 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 SSTAC 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 SSTAC, 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

Item	Description	Enclosure	Action
1.	Roll Call		
2.	Public Comment		
3.	Approve Minutes of the November 16, 2023, Social Services Transportation Advisory Council Meeting	Yes	Action
4.	Local Transit Agency Updates <ul style="list-style-type: none"> • County of Madera - MCC • City of Madera – Madera Metro • City of Chowchilla – CATX 	No	Information
5.	Unmet Transit Needs FY 2024 - 2025 <ul style="list-style-type: none"> • Madera County “Unmet Transit Need” and “Reasonable to Meet” Definitions • Unmet Transit Needs Flyer 	Yes	Information
6.	Announcements		
7.	Adjourn		



SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, November 16, 2023

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, November 16, 2023, and was called to order by Chair Frank Simonis, at 12:04 pm.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Is Disabled – appeared via Zoom for Just Cause under AB 2449
Bertha Vega, Local Social Service Provider for Persons of Limited Means
Michelle Hernandez, Local Social Service Provider for Seniors
Olga Olivia Saucedo-Garcia, Local Social Service Provider for Seniors
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Rosalind Esqueda, Social Service Transportation Provider for Seniors
Amber Parkinson (substitute for Monty Cox), Social Service Transportation Provider for Seniors
Vincent Parker, Social Service Transportation Provider for Persons with Disabilities – appeared via Zoom

MEMBERS ABSENT

Alycia Falley, Vice Chair, Local Social Service Provider for Persons with Disabilities

MCTC STAFF PRESENT:

Natalia Austin, Senior Regional Planner
Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner

VISITORS PRESENT:

Nicholas Isla, Caltrans
Keyomi Jones, Caltrans
Lorena Mendibles, Caltrans

1. Roll Call

At 12:04 pm, Chair Frank Simonis called the meeting to order and instructed that the roll call for attendance be taken. It was determined that a quorum was present.

2. Public Comment

Franklina Bogan had a question regarding fees for volunteers who ride the bus. Rosalind Esqueda answered her question with information about city and county fares. Frank Simonis advised that if the SSTAC members have concerns then they can bring them to council, but the SSTAC is not an enforcing committee, but instead are advisors.

3. Introduce new SSTAC members

All members introduced themselves, as well as Caltrans staff who were in attendance.

4. Approve Minutes of the May 1, 2023, Social Services Transportation Advisory Council Meeting

Chair Frank Simonis moved to approve the minutes of the May 1, 2023, Social Services Transportation Advisory Council Meeting.

Seconded by Olga Saucedo

Roll Call Vote:

Ayes: Frank Simonis, Rosalind Esqueda, Amber Parkinson, Bertha Vega, Michelle Hernandez, Olga Saucedo

Noes: None

Abstain: Vincent Parker, Franklina Bogan, Lynda Schafhauser

MOTION CARRIED UNANIMOUSLY

5. Local Transit Agency Updates

Amber Parkinson updated the group regarding new electric charging stations for new electric buses. Frank Simonis inquired if the bus vendor also has maintenance or repair capabilities. Amber Parkinson nor Rosalind Esqueda was aware if the vendor had those capabilities. Lorena Mendibles, Caltrans, commented that Tulare was in a similar situation looking for vendors with maintenance capabilities for electric buses. Amber Parkinson shared that County staff are getting prepared to repair locally. Madera Metro is planning to roll out the new route to the Amtrak Station in the first or second week of December.

6. Overview of SSTAC and Unmet Transit Needs Process

Natalia Austin, MCTC, gave a presentation overview of the role of the SSTAC and the Unmet Transit Needs process. The MCTC Policy Board Adopted Unmet Transit Need and Reasonable to Meet Definitions were explained.

7. UTN Comment Analysis (July 1-Nov 2)

Two public comments that were received during July 1, 2023 – November 2 via the online survey were considered. One was regarding transit services to St. Agnes Community Hospital in Fresno by Madera Metro Dial-a-ride. It was determined by the SSTAC members that there is a need for residents of Madera County to access healthcare in Fresno since there are no hospitals in Madera. Further analysis will be made at a future meeting to make a final determination if this is an unmet transit need and if it is reasonable to meet. The other comment was regarding the ability of users to save the Madera Metro transit schedules. It was determined that there are many ways for Madera Metro transit users to access and save the schedules, so this comment did not rise to the level of an unmet transit need. Further discussion was made regarding the opportunities for residents to submit questions and get information regarding unmet transit needs. MCTC outreach events and MCTC Policy Board meetings were mentioned as options. It was also recommended to reach out to the Board of Supervisor's Town Hall meetings, adding information to utility bills, libraries, and senior centers to get the word out.

8. Announcements

Announcements were made regarding the upcoming storm and resources for assistance. There were also announcements regarding various community events, such as the Pan-Am Senior Dinner, Rotary Club Senior Thanksgiving Center. Chair Frank Simonis shared dial-a-ride information and Natalia Austin, MCTC, shared information about the SB 125 Transit Program.

9. Adjourn

Meeting was adjourned by Chair Frank Simonis at 1:19 pm



STAFF REPORT
 Social Services Transportation Advisory
 Council Meeting
 February 6, 2024

AGENDA ITEM: 5
PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Several workshops and a public hearing are scheduled during the next few months to receive comments regarding unmet transit needs in Madera County for FY 2024-2025.

Enclosure: Yes

Action: For information and discussion

SUMMARY:

MCTC is the administrator of the Transportation Development Act (TDA) funds for Madera County and is responsible for performing the annual “unmet transit needs” process. The purpose of this process is to ensure that all “unmet transit needs” that are “reasonable to meet” are met before any TDA funds are expended for non-transit uses, such as street and roads.

The TDA also requires that MCTC establish a Social Services Transportation Advisory Council (SSTAC). The Public Utilities Code (PUC) defines the required membership of the SSTAC. The SSTAC solicits public input regarding transit service needs for the transit-dependent and transportation-disadvantaged persons, including the elderly, persons with disabilities and low-income persons. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

There are several opportunities for Madera County residents to give their input on transit service needs. As required by law, a public hearing will be held at the regular MCTC Policy Board meeting on April 17, 2024. In addition, in-person and virtual workshops will be held in various locations throughout the County for residents to learn about the unmet transit needs process and provide comments. Interpreting services will be available at all workshops and the public hearing. However, it is easy to participate in the unmet transit needs process all year long in many convenient ways. Options include submitting a comment by phone, mail, email, or by filling out an online survey. Also, the unmet transit needs webpage on the MCTC

website makes information regarding the unmet transit needs process, submitting a comment, or looking at past years' unmet transit needs reports readily accessible.

MCTC Unmet Transit Needs webpage: [Click here](#)

Unmet Transit Needs Bilingual Survey link: [Click here](#)

Unmet Transit Needs English and Spanish Comment Form: [Click here](#)

When	Where	In-Person	Virtual
Spanish Language Workshop Friday, March 1 at 6:00 PM	Casas De La Vina 23784 Avenue 9 Madera, CA 93637	Yes	No
Workshop Wednesday, March 6 at 3:00 PM and 6:00 PM	Chowchilla Library 300 Kings Avenue Chowchilla, CA 93610	Yes	No
Workshop Thursday, March 7 at 10:00 AM	Frank Bergon Senior Center 238 S D St Madera, CA 93638	Yes	No
Workshop Tuesday, March 12 at 6:00 PM	Webinar ID: 831 9180 8232 Passcode: 921346 Click here to join!	No	Yes
Workshop Saturday, March 16 at 1:00 PM	North Fork Library 32908 Rd 222 North Fork, CA 93643	Yes	No
Workshop Tuesday, March 19 at 6:00 PM	Madera Main Library 121 N G Street Madera, CA 93637	Yes	No
Public Hearing Wednesday, April 17 at 3:00 PM	MCTC Policy Board Meeting 2001 Howard Road, Ste. 201 Madera, CA 93637 See MCTC website for Zoom information	Yes	Yes

For details regarding last year's unmet transit needs finding and an assessment of the size and location of groups likely to be transit-dependent in Madera County, please see the [Unmet Transit Needs Final Analysis and Recommendations Report for FY 2023-2024](#).

For more information, please contact Natalia Austin at naustin@maderactc.org or 559-675-0721 ext. 6.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



**Madera County Transportation Commission
Unmet Transit Needs and Reasonable to Meet Definitions
Policy Board Adopted by Resolution No. 22-01**

The Madera County Transportation Commission adopted the following definitions for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS**: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET**: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c)).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.
 - The proposed transit service will be safe and comply with local, State and federal law.
 2. **Community Acceptance**
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 3. **Benefit to Population**
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. **Cost-Effective**
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. **Consistent with Intent of Existing Transit Service(s) and Plans**
 - Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).



- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

DOES LOCAL PUBLIC TRANSIT MEET YOUR TRANSPORTATION NEEDS?

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?



TELL US ABOUT YOUR UNMET TRANSIT NEED!



An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. It is also a need required to comply with the Americans with Disabilities Act (ADA).

Attend one of our workshops and share your thoughts...

Casas De La Vina (in Spanish)
 Friday, March 1 at 6:00 PM
 23784 Avenue 9, Madera

Chowchilla Library
 Wednesday, March 6 at 3:00 PM
 AND 6:00 PM
 300 Kings Avenue, Chowchilla

Frank Bergon Senior Center
 Thursday, March 7 at 10:00 AM
 238 S D Street, Madera

Virtual Workshop
 Tuesday, March 12 at 6:00 PM
 Webinar ID: 831 9180 8232
 Passcode: 921346

North Fork Library
 Saturday, March 16 at 1:00 PM
 32908 Road 222, North Fork

Madera Main Library
 Tuesday, March 19 at 6:00 PM
 121 N G Street, Madera



Fill out an online survey

If you prefer to provide your comments electronically, fill out the online survey by scanning the QR code or go to:

<https://www.surveymonkey.com/r/UTN2024MCTC>



Participate in the way that's convenient for you!



Comment at the public hearing

Attend the public hearing to tell us about your transit needs:

MCTC Board Meeting
 Wednesday, April 17 at 3:00 PM
 2001 Howard Road, Suite. 201
 Madera



¿EL TRANSPORTE PÚBLICO LOCAL SATISFACE SUS NECESIDADES DE TRANSPORTE PÚBLICO?

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?



¿CUÉNTENOS SOBRE SU NECESIDAD DE TRANSPORTE PÚBLICO INSATISFECHA!



Una necesidad de transporte público insatisfecha es una necesidad expresada o identificada que actualmente no se satisface a través de los servicios de transporte público existentes. Una necesidad de transporte público insatisfecha también es una necesidad requerida para cumplir con al Ley de Estadounidenses con discapacidades (ADA).

Ven a uno de nuestros talleres y déjanos saber lo que piensas...

Casas De La Vina (en español)
Viernes, Marzo 1, 6:00 PM
23784 Avenue 9, Madera

Chowchilla Library
Miércoles, Marzo 6, 3:00 PM
Y a las 6:00 PM
300 Kings Avenue, Chowchilla

Frank Bergon Senior Center
Jueves, Marzo 7, 10:00 AM
238 S D Street, Madera

Talleres Virtuales
Martes, Marzo 12, 6:00 PM
Webinar ID: 831 9180 8232
Passcode: 921346

North Fork Library
Sábado, Marzo 16, 1:00 PM
32908 Road 222, North Fork

Madera Main Library
Martes, Marzo 19, 6:00 PM
121 N G Street, Madera

Llene una encuesta en línea

Si prefiere proveer comentarios en línea, llene la encuesta en línea escaneando el código QR o llendo a: <https://www.surveymonkey.com/r/UTN2024MCTC>



Comparta sus ideas de la forma más conveniente para usted!

Comentar en la audiencia pública

Atienda a la audiencia pública para contarnos sobre sus necesidades de transporte público:

MCTC Junta Directiva
Miércoles, Abril 17 a las 3:00 PM
2001 Howard Road, Suite. 201
Madera



Meeting of the Social Services Transportation Advisory Council

MEETING LOCATION

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

Or join via Zoom

<https://us06web.zoom.us/j/89205172228?pwd=MWZUcThQaGZEEGxZUFJRFP2dmlEUT09>

Meeting ID: 892 0517 2228

Passcode: 522482

Call in: +1 408 638 0968

DATE

April 30, 2024

TIME

12:00 PM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

- | | |
|----------------------------|--|
| Frank Simonis, Chair | Potential Transit User Who Has a Disability |
| Alycia Falley, Vice Chair | Local Social Service Provider for Persons with Disabilities |
| Rosalind Esqueda | Social Service Transportation Provider for Seniors |
| Monty Cox | Social Service Transportation Provider for Seniors |
| Bertha Vega | Local Social Service Provider for Persons of Limited Means |
| Vincent Parker | Social Service Transportation Provider for Persons with Disabilities |
| Michelle Hernandez | Local Social Service Provider for Seniors |
| Franklina Bogan | Potential Transit User Who is 60 Years of Age or Older |
| Lynda Schafhauser | Potential Transit User Who is 60 Years of Age or Older |
| Olga Olivia Saucedo-Garcia | Local Social Service Provider for Seniors |

REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to sandy@maderactc.org, 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 Social Services Transportation Advisory Council 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 on the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meetings 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 SSTAC may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

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

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 SSTAC 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 SSTAC 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 SSTAC, 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

Item	Description	Enclosure	Action
1.	Roll Call		
2.	Public Comment		
3.	Approve Minutes of the February 6, 2024, Social Services Transportation Advisory Council Meeting	Yes	Action
4.	Unmet Transit Needs Comment Analysis <ul style="list-style-type: none"> • Madera County “Unmet Transit Need” and “Reasonable to Meet” Definitions • Unmet Transit Needs Comments Summary Table – Potential Unmet Transit Needs – FY 2024-2025 • Unmet Transit Needs Comments FY 2024-2025 	Yes	Action
5.	Appoint SSTAC Representative to attend MCTC Policy Board Meeting on May 29, 2024	No	Action
6.	Discuss Future Meetings Tuesday, August 6, 2024, at noon Tuesday, November 5, 2024, at noon Tuesday, February 4, 2025, at noon Tuesday, April 29, 2025, at noon		Discussion
7.	Announcements		
8.	Adjourn		



ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, February 6, 2024

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, February 6, 2024, and was called to order by Chair Frank Simonis, at 12:05 pm.

MEMBERS PRESENT

- Frank Simonis, Chair, Potential Transit User Who Has a Disability – appeared via Zoom
- Bertha Vega, Local Social Service Provider for Persons of Limited Means
- Michelle Hernandez, Local Social Service Provider for Seniors*
- Olga Olivia Saucedo-Garcia, Local Social Service Provider for Seniors
- Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older
- Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older*
- Monty Cox, Social Service Transportation Provider for Seniors
- Alycia Falley, Vice Chair, Social Service Provider for Persons with Disabilities*

MEMBERS ABSENT

- Vincent Parker, Social Service Transportation Provider for Persons With Disabilities
- Rosalind Esqueda, Social Service Transportation Provider for Seniors

MCTC STAFF PRESENT:

- Natalia Austin, Senior Regional Planner
- Evelyn Espinosa, Senior Regional Planner
- Jeff Findley, Principal Regional Planner
- Troy McNeil, Deputy Director/Fiscal Supervisor
- Sandy Ebersole, Administrative Analyst

VISITORS PRESENT:

- John Saucedo, Chukchansi Tribe
- Keyomi Jones, Caltrans District 6
- Orianna Walker, ICWA
- Pamela Mayshack
- Phone In – (559) 981-XXXX

1. Roll Call

At 12:05 pm, Chair Frank Simonis called the meeting to order and instructed that the roll call for attendance be taken. Later, after three more members joined after roll call, it was determined that a quorum was present.

2. Public Comment

Pamela Mashack, paratransit rider: Appreciates the changes to the schedules, but is adjusting because the recent changes to the Madera Metro transit schedules came as a big surprise. She has been taking the bus since 2009 and would love it if, when they make major changes, they do it when the weather is nice, and not when it's cold. It is hard for seniors to get around when the weather is cold, so please consider the seniors when making the changes as far as the weather is concerned.

3. Approve Minutes of the November 16, 2023, Social Services Transportation Advisory Council Meeting

Olga Saucedo-Garcia moved to approve the minutes of the November 16, 2023, Social Services Transportation Advisory Council Meeting.

Seconded by Alycia Falley

Roll Call Vote:

Ayes: Frank Simonis, Bertha Vega, Michelle Hernandez, Olga Saucedo-Garcia, Franklina Bogan, Lynda Schafhauser, Monty Cox, Alycia Falley

Noes: None

Abstain: None

MOTION CARRIED UNANIMOUSLY

4. Local Transit Agency Updates

Monty Cox from Madera County gave an update on the County's transit system (MCC). Two new staff members, an analyst and an accountant, have joined the transit operations staff in the last year. The County is in the last year of a five-year contract for operations, so they are preparing an RFP to get proposals for a new operator by July 1, 2024. Orders have been placed for six new buses – three electric and three gas. At the Almond Yard, a bus wash, electric infrastructure to accommodate sixteen buses, and solar panels are being installed. The County has hired a consultant to study how microtransit can be implemented in the County. They are currently in the information-gathering phase of the study. The County has become a direct recipient of federal money this year and is in the process of putting schedules at every bus stop. Chair Simonis asked about fares for microtransit. Monty Cox clarified that the microtransit fares would be higher than typical fares but would be lower than Uber or Lyft. The vehicles used for the new microtransit service would be a transit style van. Franklina Bogan asked which drivers would be used for the microtransit service. Monty Cox answered that they will be hiring more drivers to implement the microtransit service. Lynda Schafhauser asked about the relocation of the Madera Amtrak Station to Avenue 12. Monty Cox answered that it is scheduled for 2025 and there will be bus service to the new station since it will be near the Madera College. Natalia Austin also referenced the High-Speed Rail website to find information about the

Madera Station Relocation.

Xochitl Villasenor from the City of Madera gave an update on the City's transit system (Madera Metro). The routes have been assessed and the City is piloting a new route system, starting January 6, 2024. The City went from a numbered route system to a color line system. The stop to Amtrak has been paused until February. The City now has four routes. They are open to feedback from the community and there are some stops that they had to reinstate due to feedback from the community. Since they are still in the pilot phase, they have not printed new schedules but hope to have all the issues worked out by the end of the month. They also had some issues with stops on the highway right-of-way. So, the City is working with Caltrans to get approval for those stops. The unmet transit needs finding for last year was to add shelters and benches at the stops. There has been some progress and some semi-seats have been installed. Franklina Bogan asked how many people the average bus stop accommodates. Xochitl Villasenor answered that the semi-seats only accommodate two people. The benches and shelters accommodate four to six people. Chair Frank Simonis clarified that the city did a cost estimate to determine how many shelters would be needed to accommodate current ridership. Olga Saucedo-Garcia commented that she has received positive feedback regarding the new system changes from the seniors that frequent the senior centers. The seniors ride together to the center and appreciate the new stop locations.

Natalia Austin from MCTC gave an update on the City of Chowchilla's transit system since the City's transit manager was unable to attend the meeting. Chowchilla's finding for FY 2023-2024 is there were no unmet transit needs, but they are always open to feedback from the riders and community to better serve the growing population. In harmony with this, they are planning to electrify the fleet and modernize the infrastructure to include a contactless/mobile payment system with SB 125 funding. All of this aligns with the state's goal of having an all zero-emission bus fleet by 2040. To enhance the service, they have installed two new bus shelters and purchased two new vehicles with LCTOP, SGR, PTMISEA, and Measure T funding, with an emphasis on prioritizing the safety of the riders, efficiency of the transit system, and reliability of the service. The transit department is also collaborating with the City of Chowchilla's Community Development department to install additional bus shelters on the west side of town. Chowchilla Transit will continue to pursue funding opportunities and partnerships with other agencies to provide more innovative services. A map and pictures of the new and proposed shelter improvements were shown. Franklina Bogan asked about lighting at the shelters using solar panels. Xochitl Villasenor mentioned that the shelters that the City of Madera is installing will also have solar panels to power the lights at the shelters.

5. Unmet Transit Needs FY 2024 - 2025

Natalia Austin from MCTC gave a summary of the unmet transit needs process, information about the ways that the public can provide comments, and the location for the unmet transit needs workshops that will be held in March. She also shared that she would send out a social media package to make it easy for the Council and others to share

the information and get the word out. Chair Frank Simonis mentioned that he would help put up flyers and share the information on Facebook. Troy McNeil from MCTC, mentioned that there will be several townhall meetings in March which will be an opportunity for the public to provide comments on transit needs and Measure T.

6. Announcements

Natalia Austin announced that MCTC launched a new quarterly newsletter, The Commission Vision.

7. Adjourn

Meeting was adjourned by Chair Frank Simonis at 12:57 PM



STAFF REPORT
 Social Services Transportation Advisory
 Council Meeting
 April 30, 2024

AGENDA ITEM: 4

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

The Social Services Transportation Advisory Council will analyze public comments received to determine if there are any transit needs that meet the adopted definitions of “Unmet Transit Need” and “Reasonable to Meet” before making a recommendation of findings to the MCTC Policy Board.

Enclosure: Yes

Action:

Recommend the MCTC Policy Board adopt by resolution a finding of fact for Fiscal Year 2024-2025 with the following options for each jurisdiction within Madera County:

- a.) There are **no unmet transit needs**, or
- b.) There are **no unmet transit needs that are reasonable to meet**, or
- c.) There are **unmet transit needs**, including needs that are reasonable to meet.

BACKGROUND:

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to each eligible county based on population, taxable sales and transit performance.

All counties eligible for this funding are required to establish and implement a process of citizen participation, utilizing the Social Services Transportation Advisory Council (SSTAC) to identify the needs of transit dependent or disadvantaged persons. CA PUC Section 99238.5 (a) requires that this process provides at least one public hearing annually.

If the MCTC Policy Board through the unmet transit needs process identifies an “unmet transit need” and determines the need is “reasonable to meet”, these transit needs must be met before any TDA funds are expended for non-transit uses, such as street and road projects. (Definitions of “unmet transit need” and “reasonable to meet” were adopted by the MCTC Policy Board and are attached for reference.)

According to CA PUC Section 99401.5 (c), an agency's determination of needs that are "reasonable to meet" shall not be made by comparing unmet transit needs with the need for streets and roads. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

SUMMARY:

In accordance with the Transportation Development Act (TDA), MCTC held a public hearing on April 24, 2024, to solicit public comment regarding transit needs in Madera County. MCTC also received comments regarding unmet transit needs through mail, email, phone, social media and an online survey. Additionally, during the month of March, MCTC hosted seven workshops in various locations throughout the county for residents to learn about the unmet transit needs process and to receive assistance in filling out comment forms.

MCTC staff have provided all transit related public comments received through these efforts between the period of July 1, 2023, through April 24, 2024, for the SSTAC to evaluate and apply the "Unmet Transit Need" and "Reasonable to Meet" MCTC Policy Board adopted definitions.

For more information, please contact Natalia Austin at naustin@maderactc.org or 559-675-0721 ext. 6.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



**Madera County Transportation Commission
Unmet Transit Needs and Reasonable to Meet Definitions
Policy Board Adopted by Resolution No. 22-01**

The Madera County Transportation Commission adopted the following definitions for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS**: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET**: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c)).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.
 - The proposed transit service will be safe and comply with local, State and federal law.
 2. **Community Acceptance**
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 3. **Benefit to Population**
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. **Cost-Effective**
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. **Consistent with Intent of Existing Transit Service(s) and Plans**
 - Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).



- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO
 FY 2024- 2025 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received July 1, 2023 - April 24, 2024)

PUBLIC COMMENT	IS THIS AN UNMET NEED?	SSTAC RECOMMENDATION / DISCUSSION	TRANSIT AGENCY RESPONSE	Reasonable to Meet Requirements			
				Feasibility	Community Acceptance	Benefit to Population	Cost Effective
NEW SERVICE							
1	Travel to St. Agnes Community Hospital in Fresno by Madera Metro Dial-a-Ride	At the SSTAC meeting held on 11/16/23, the SSTAC acknowledged that there is a need for residents of Madera County to access hospitals in Fresno, since there are no hospitals in Madera at this time.	County (MCC): a.) Madera County provides Fixed Route service from Madera to Valley Children's Medical Center, where customers can connect to Fresno Area Express to get to destinations (including medical) in the City of Fresno. b.) Madera County provides the Medical Escort service on Tuesday, Wednesday, & Thursday specifically for medical trips to the Fresno and Clovis Area.				
2	Connect to Merced, specifically to the Merced Amtrak Station		County (MCC): Currently there is not enough documented demand for a route to Merced. There was a route in the past that was discontinued due to low ridership. The Madera Metro Blue Line serves the Madera Amtrak Station (MDR). Amtrak tickets from Madera to Merced cost \$9.00 for a direct one-way trip and have six different time options. The train ride takes less than 35 minutes.				

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO
 FY 2024- 2025 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received July 1, 2023 - April 24, 2024)

PUBLIC COMMENT	IS THIS AN UNMET NEED?	SSTAC RECOMMENDATION / DISCUSSION	TRANSIT AGENCY RESPONSE	Reasonable to Meet Requirements				
				Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistent with Existing Service and Plans
EXPANDED SERVICE								
3	Add service on Sundays in the city of Madera.		Madera (Madera Metro): Dial-a-Ride service is available on Sundays. A greater need would have to be established (i.e. community acceptance, potential ridership) before amending the budget and contracting with MV Transit to add a fixed route service on Sundays.					
4	Provide a stop near Sherwood Way to get to Madera College.		Madera (Madera Metro): To get to the Madera City College from Sherwood Way, there are a couple of options. A rider can reserve Dial-a-Ride to get to the college, or they can use the fixed route system. To use the fixed route system, get on the bus at one of the three bus stops along Sherwood Way. Take the blue line to Walgreens, then transfer to the green line to get to the college.					
5	Provide service later in the evenings in Madera after 5:30 PM		A response to this comment will be provided at the SSTAC meeting.					
6	Provide service to all the Camarena Clinics		Madera (Madera Metro): All but two of the Camarena clinics are being served by the current route system. In most cases, the riders are dropped off right at the clinic.					
7	Add later service to/from the community of La Vina, so riders can make it back home from appointments that run late.		A response to this comment will be provided at the SSTAC meeting.					
8	Add more frequency in the community of La Vina.		County (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.					

Item 4-4-B.

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO
 FY 2024- 2025 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received July 1, 2023 - April 24, 2024)

PUBLIC COMMENT	IS THIS AN UNMET NEED?	SSTAC RECOMMENDATION / DISCUSSION	TRANSIT AGENCY RESPONSE	Reasonable to Meet Requirements				
				Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistent with Existing Service and Plans
9 Provide service in Chowchilla until 5PM and add weekend service			Chowchilla (CATX): Several years ago, the City approved a pilot program with extended hours until 5 pm. For two years it was underutilized, so the service was discontinued. The City will continue to monitor community needs to determine if there should be an extension of service hours based on information collected during outreach efforts and ridership data.					
10 Provide service to Valley Children's Hospital at 8PM and back to Yosemite Avenue in Madera at 7AM			County (MCC): Currently there is not enough documented demand for transit service to Valley Children's Hospital in the evenings					
11 Provide medical transit service from the mountains (Eastern Madera County) to hospitals in Fresno, Madera, or Mariposa.			The County currently provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays.					
12 Add a stop closer to Road 200 in North Fork			County (MCC): We do not have enough documented demand for a new stop that would require us to add ten minutes to the route at this time.					

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO
 FY 2024- 2025 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received July 1, 2023 - April 24, 2024)

PUBLIC COMMENT	IS THIS AN UNMET NEED?	SSTAC RECOMMENDATION / DISCUSSION	TRANSIT AGENCY RESPONSE	Reasonable to Meet Requirements				
				Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistent with Existing Service and Plans
AMENITIES OR IMPROVEMENTS								
13	Ability for users to save the transit schedules (Madera Metro)	No	At the SSTAC meeting held on 11/16/23, it was determined that there are many ways for Madera Metro transit users to access and save schedules. They are available in hardcopy or available for download on each agency's website.	A response to this comment will be provided at the SSTAC meeting.				
14	Add a bus shelter at the store in La Vina		Currently, there is not sufficient room for a shelter at the store; however, the County will continue to work with the store owner to find a solution.					
15	Add trash cans at the stops in La Vina		A response to this comment will be provided at the SSTAC meeting.					
16	1.)Add more lighting at bus stops and along the routes to bus stops in La Vina 2.) Add lighted schedules to show if the bus is running on time		A response to this comment will be provided at the SSTAC meeting.					
17	Add a bench at the stop on La Vina Street		Currently, there is not enough room for a shelter or bench in the residential areas of La Vina. We will continue to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.					



Unmet Transit Needs Comments

FY 2024-2025

July 1, 2023 – April 24, 2024

1. Comment Form – Mail:

Name: Fanny Sofia De La O – Madera

Received: October 24, 2023

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Metro Dial-A-Ride (DAR)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: St. Agnes Community Hospital in Fresno. Above all for people over 60 like me. We need help*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Metro (DAR) for hospital appointments in Fresno*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I haven't had any issues, and the drivers are very kind*.

Madera County Response (MCC):

- a.) Madera County provides Fixed Route service from Madera to Valley Children's Medical Center, where customers can connect to Fresno Area Express to get to destinations (including medical) in the City of Fresno.
- b.) Madera County provides the Medical Escort service on Tuesday, Wednesday, & Thursday specifically for medical trips to the Fresno and Clovis Area.

2. Online Survey #1

Name: Anonymous

Received: September 7, 2023

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I want to save the schedules*.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

SSTAC Response: There are many ways to access and save the schedules. They are available in hardcopy or available for download on each agency's website.

3. Online Survey #2

Name: Anonymous

Received: September 9, 2023

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I never have problems when riding it.

4. Online Survey #3

Name: Sarai Ortiz

Received: February 14, 2024

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I would if there was public transportation on Sundays, since that is the day the farm workers have off. The major attractions are the San Joaquin Church, Walmart, Lions Park*.

Q3: Describe the transit improvements(s) you are requesting.

A3: The last changes were good, maybe if the route would reach the train station, go by Camarena kids on Yosemite, by the fire station, the Toro Loco store, DDS or a stop by Country Club would have more ridership*.

Q4: Do you feel safe using transit? Why or why not?

A4: No, because of the waiting time, it can be more than 1 hour and then it won't come by. Perhaps if they had fixed schedules, even if they take 1 hour, but with the schedule set and update the schedules on-line, it will improve planning when to take the bus. Inside the bus there are no issues, the drivers are good drivers, and the use of seatbelts is also good*.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Thank you, I took the bus for a long time, and I was waiting for the opportunity to share my thoughts, since there wasn't that option before*.

City of Madera Response (Madera Metro): Dial-a-Ride service is available on Sundays. There have been some comments in the past regarding additional service on Sunday. The City of Madera conducted a *Transit Plan Services Assessment* that was completed in July 2023. The newest route changes that have been implemented have been based on the results of the assessment. A greater need would have to be established (i.e. community acceptance, potential ridership) before amending the budget and contracting with MV Transit to add a fixed route service on Sundays.

St. Joachim's Catholic Church, Camarena Kids, and Walmart are being served by the current fixed route system on Monday - Saturday.

5. Online Survey #4**Name: Anonymous****Received: February 21, 2024**

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No

Q3: Describe the transit improvements(s) you are requesting.

A3: A connection to Merced, specifically to Merced Amtrak station

Q4: Do you feel safe using transit? Why or why not?

A4: In general, yes. Though I have not used Madera County services.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Please consider connections to Merced. Thank you!

Madera County Response (MCC):

Currently there is not enough documented demand for a route to Merced. There was a route in the past that was discontinued due to low ridership. The Madera Metro Blue Line serves the Madera Amtrak Station (MDR). Amtrak tickets from Madera to Merced cost \$9.00 for a direct one-way trip and have six different time options. The train ride takes less than 35 minutes.

6. Online Survey #5**Name: Anonymous****Received: March 1, 2024**

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: Time punctuality for Madera Community College students.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

City of Madera Response (Madera Metro): The City values punctuality as a crucial aspect of a dependable and efficient transit system, a principle embraced by Madera Metro. Various reasons can cause a bus to run late, which would typically be categorized as an operational concern.

7. Comment Form – In-person Workshop

Name: Esther Cuevas V – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Camarena Health. There needs to be a returning bus after 1 pm because doctors take their time*.

Q3: Describe the transit improvements(s) you are requesting.

A3: At least three times per week to go to the doctor*.

Q4: Do you feel safe using transit? Why or why not?

A4: Always*.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

8. Comment Form – In-person Workshop

Name: Bertha Garcia – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: La Vina, Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: There aren't buses that go directly to the hospital*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Bus to come more days to per week and more frequently, like every half-hour. More stops in the City, more shelters, trash pick-up.*.

Q4: Do you feel safe using transit? Why or why not?

A4: No, the bus schedule makes me feel unsafe*.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

9. Comment Form – In-person Workshop

Name: Guadalupe Nuñez – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: La Vina, Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Connections to medical sites like Camarena, routes to the Madera College*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Street lighting, sidewalks towards the store, electronic signage with bus schedule. Bus to come more often, more days, for more hours, and going to more places*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes*.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

MCC and the Madera Metro have fixed routes to Madera College. The Madera Metro's fixed routes service all but two of the Camarena clinics.

10. Comment Form – In-person Workshop

Name: Lourdes Castillo – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: MCC only arrives 3 times per week and I have to plan my trips.*.

Q3: Describe the transit improvements(s) you are requesting.

A3: MCC should arrive 4-5 times per week*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes*.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

11. Comment Form – In-person Workshop

Name: Armando Martes – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro, Metro Dial-A-Ride, Madera County Connection (MCC), MCC Madera Dial-A-Ride, MCC Chowchilla Dial-A-Ride

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Yes, to La Vina*.

Q3: Describe the transit improvements(s) you are requesting.

A3: We need one bus stop at the La Vina Store*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, very safe*.

Madera County Response (MCC): Currently, there is not sufficient room for a shelter at the store; however, the County will continue to work with the store owner to find a solution.

12. Comment Form – In-person Workshop

Name: Lidia Tinajero – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC), other

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No*.

Q3: Describe the transit improvements(s) you are requesting.

A3: More days and more times per day. Everyday and every 3 hours*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, it is comfortable and safe*.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

13. Comment Form – In-person Workshop

Name: Catalina Ceja de Saldana – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of

town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: [REDACTED] Ave 9, (Casas de la Vina). That the bus comes over more times per week*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Every day of the week. That the schedule is more accessible, more frequency*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, the buses are comfortable, and the trip is safe*.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

14. Comment Form – In-person Workshop

Name: Ascencion Aguayo – La Vina

Received: March 1, 2024

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: (Respondent skipped this question)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: A bench on La Vina Street*.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

Madera County Response (MCC): Currently, there is not enough room for a shelter or bench in the residential areas of La Vina. We will continue to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

15. Comment Form – In-person Workshop**Name: Lisbeth Lopez – La Vina****Received: March 1, 2024**

*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro, Other (Uber/Taxi)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: To all the Camarena clinics since there is no hospital in Madera*.

Q3: Describe the transit improvements(s) you are requesting.

A3: For the bus to go to La Vina every day, at least twice per day. Install a shelter and bench*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I do feel safe since they provide a good service*.

City of Madera Response (Madera Metro): All but two of the Camarena clinics are being served by the current route system. In most cases, the riders are dropped off right at the clinic.

16. Comment Form – Mail**Name: Cynthia Russell****Received: March 4, 2024**

Q1: Which systems do you most frequently use?

A1: Madera Metro, Chowchilla Area Transit Express, Madera County Connection

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Yes, I would like Chowchilla City Bus to run until 5PM with weekend service.

Q3: Describe the transit improvements(s) you are requesting.

A3: Chowchilla needs more drivers. One time there were no drivers available, and they canceled my trip.

Q4: Do you feel safe using transit? Why or why not?

A4: No, the driver [REDACTED] in Chowchilla drove with the door open twice and gave no explanation for it.

City of Chowchilla Response (CATX): Chowchilla Transit is planning community outreach to better understand transit needs in 2024 and the upcoming years. We have been experiencing staffing shortages, but a new part-time driver/dispatcher was hired and is being trained. Now that there is an additional staff person, there are plans to conduct outreach at various locations, such as the senior center, senior living facilities, schools, social service agencies, and clinics to gather vital information from these community service providers. City staff also intend to ride the buses to survey the riders to understand their needs.

The driver in question was counseled and given a warning for driving with the door open. Unfortunately, from time to time there may be a passenger who carries an unpleasant odor; the driver drove with the doors open in an attempt to “air out” the bus. The City will provide deodorizers to help minimize the odor and drivers will not drive with the doors open again.

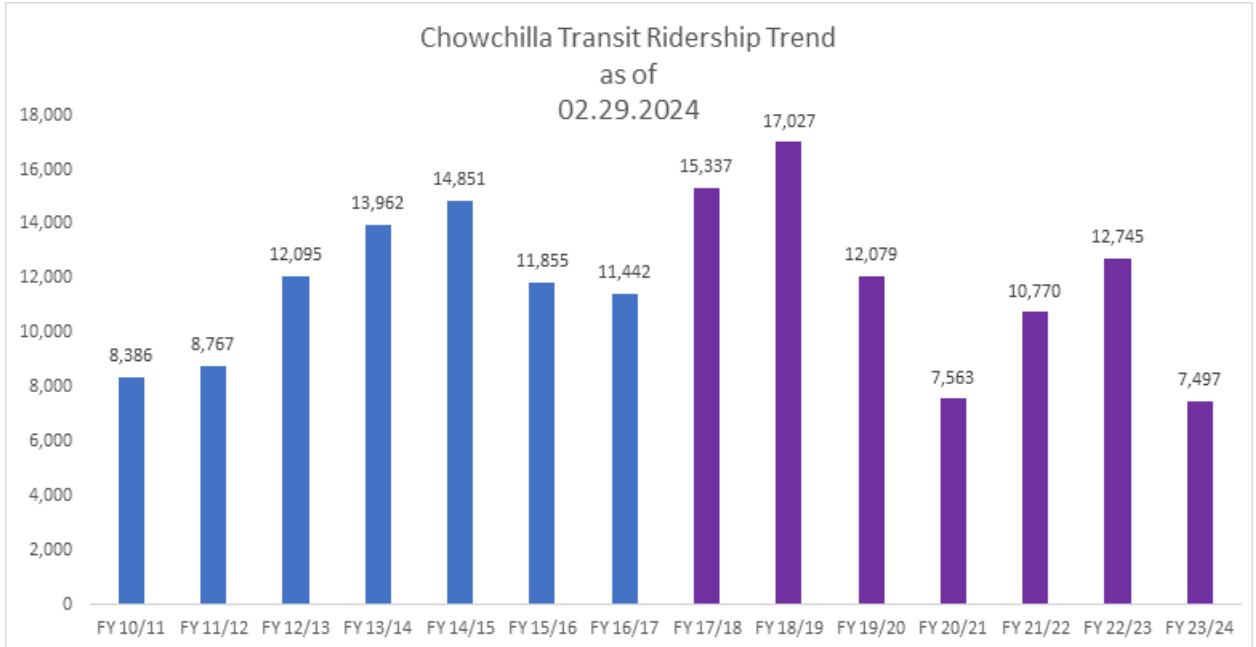
Several years ago, the City approved a pilot program with extended hours until 5 pm. For two years it was underutilized, so the service was discontinued.

The chart below shows the transit trends in Chowchilla over the past 12 years. The blue bars on the chart represent the years when transit services were contracted out, with five full-time employees, two full-time drivers, two full-time dispatchers, and one full-time manager managing the ridership.

The purple bars show the years when the transit services were brought back in-house (managed by the City), with three full-time City employees all cross-trained as drivers/dispatchers overseeing the ridership. The fiscal year 2023/2024 only shows data through February 2024, so an additional four months of ridership data has not yet been received.

As the chart below shows, ridership has not returned to pre-pandemic levels in Chowchilla. Current transit ridership numbers do not warrant additional operating hours at this time. The City will continue to monitor community needs to determine if there should be an extension of service hours based on information collected during outreach efforts to determine community acceptance, benefit to the transit-dependent population, and ridership data.

Chart: Chowchilla Transit Ridership Trends



17. Online Survey #6

Name: Anonymous

Received: March 5, 2024

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Family member needs a ride on work days from Yosemite Ave to Valley Children’s Hospital 8pm and pick up at 7am back to Yosemite Ave.

Q3: Describe the transit improvements(s) you are requesting.

A3: More availability on times for those working but unable to drive.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: My brother-in-law got a job at Valley Children’s hospital, he is not a licensed driver, he needs transportation to and from work. Having affordable public transportation would be great.

Madera County Response (MCC): Currently there is not enough documented demand for transit service to Valley Children’s Hospital in the evenings.

18. Online survey #7

Name: Anonymous

Received: March 6, 2024

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: None

Q3: Describe the transit improvements(s) you are requesting.

A3: May there please be a stop near Sherwood that the Madera college bus can pick us up and also have a more better time management.

Q4: Do you feel safe using transit? Why or why not?

A4: I feel safe.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Fix your stops.

City of Madera Response (Madera Metro): To get to the Madera City College from Sherwood Way, there are a couple of options. A rider can reserve Dial-a-Ride to get to the college, or they can use the fixed route system. To use the fixed route system, get on the bus at one of the three bus stops along Sherwood Way. Take the blue line to Walgreens, then transfer to the green line to get to the college.

19. Online Survey #8

Name: Anonymous

Received: March 12, 2024

Q1: Which systems do you most frequently use?

A1: Roads within Madera County and they are dangerous and a mess.

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: The "bus" in EMC is empty every time I see it, so cut back or eliminate it and focus on safety and roads.

Q3: Describe the transit improvements(s) you are requesting.

A3: Safer main roads, as tired of reading about fatal accidents. What is the coordination and interaction that Co. can be taking with the State for some of these roads? Let's talk about fire escape roads and get them fixed. Don't ignore what is blatantly broken.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: How about descent, safe roads for a start, as far more important than where dial a ride goes. Why are evacuation routes in Eastern Madera County not repaired and down to one lane? Address the real issues, please.

Madera County Response (MCC): Regarding empty buses at a specific location along a route, the nature of public transit is not for riders to get on and ride the entire route. They get on and off along the way. As a result, there are points along the route where passengers have generally disembarked, while others have not yet boarded.

SSTAC Response: These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the Madera County Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

20. Online Survey #9

Name: Anonymous

Received: March 12, 2024

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

21. Virtual Workshop Comment

Name: Anonymous

Received: March 12, 2024

What we need in the mountains is medical transit to hospitals in Fresno, Madera, or Mariposa.

[Madera County Response \(MCC\)](#): The County currently provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays.

22. Online Survey #10

Name: Anonymous

Received: April 2, 2024

Q1: Which systems do you most frequently use?

A1: None of the above.

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: None, I don't use a bus.

Q3: Describe the transit improvements(s) you are requesting.

A3: Fix our roads, repair potholes countywide, repair 221 before it falls into the river, install or cause to be installed and maintained stop signs on all roads leading to Road 426, build sidewalks on Road 426 and the School Road. Sidewalks on SR 41 in Oakhurst.

Q4: Do you feel safe using transit? Why or why not?

A4: I do not use public transit.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: (Respondent skipped this question)

SSTAC Response: These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the Madera County Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

23. Comment Letter – Mail

Name: Synergy Kauffman – North Fork

Received: April 5, 2024

A pick-up drop-off stop closer to Road 200 would be awesome. Like really near the fire station or maybe near the turn out.

Thank you,
Synergy Kauffman

Madera County Response (MCC): We do not have enough documented demand for a new stop that would require us to add ten minutes to the route at this time.

24. Comment Letter – Mail

Name: Scott and Brenda McElroy – Madera Ranchos

Received: April 8, 2024

Thank you for this opportunity to share our requests and concerns. We've been Madera Ranchos residents for forty-four years and love the community. We want to see it be a safe and enjoyable place for generations to come. These are the issues we would like to see addressed:

1. The intersection at Avenue 12 and Hwy 41 needs double right turn lanes for cars turning right from Avenue 12 going onto south Hwy 41. This would keep the cars from backing up onto Avenue 12 and keep cars from illegally turning from the middle lane and causing issues with drivers unaware of their presence where they're not supposed to be there.
2. Drivers should not be able to turn left into Riverstone from westbound Avenue 12 unless there's a separate turn lane provided. Some of those streets have those little poles to block drivers from doing that, but Riverstone Blvd (I believe) has a double yellow but no barrier. Traffic suddenly stops, when someone decides to turn left over the double yellow at a point that people are not expecting. It is unsafe. Road 40 has a break in the double yellow, but no left turn lane which is also unsafe.
3. Our wonderful little street, [REDACTED] has waited patiently to be cared for as many of our neighboring streets have been. There are many smooth roads that we love to ride our bikes on. Sparta is not one of them. It is really bad. Please consider putting it on the list for repaving in the near future.

Sincerely,

Scott and Brenda McElroy

SSTAC Response: These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the Madera County Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

25. Public Hearing Comment – In person

Name: Cynthia Ortegon - Madera

Received: April 24, 2024

I'm with the City of Madera Transportation Advisory Board. I'm the chair. I'm also on the City of Madera ADA Advisory Board since 2006. I'm disabled and I come to meetings and I'm glad that this meeting is at 3:00pm because if I have a meeting at 5:00pm or later, the Dial-a-ride bus can't pick me up and take me home because they stop picking people up at 5:30pm. So I know it's convenient for people who work and everything, but for the disabled community and seniors it is hard to be able to schedule rides for meetings held later in the evening. I was recently at our last Transportation Advisory meeting in January. The City did a workshop on micro-transportation, which is a door-to-door service, which would be like an Uber, and I am very excited about it. We have about 14 months to get this program going, which is a short period of time, because there's not a lot available in this area. There's not a lot of companies that have already established that work in the city and I'm hoping that the County will participate in this so the county people that live in the mountains and need to come down the mountain for services, will have a faster and more efficient ride. One of the things I found out doing some research on these micro projects they had a pilot program in LA. In LA they were charging each rider a \$1 per ride and the City was paying \$47 to that company for each ride. That was a lot of money and I know there was negotiations to be able to get that number down. For the amount of people that took the Madera Metro last year, which was about 68,000 and times that by \$47, I got about \$2M, mas y menos for that, and that's a lot of money. Madera is a little town, we don't have that many people and we don't have that much stuff. Transportation is very important for everybody in the town, in the city and the county especially. I go by where the County buses are parked on Almond, and I like to wave to the drivers there because they're really nice. I was concerned for them because it didn't look like they had a place to go inside and sit and get out of the sun. Their buses were sitting there in the heat, just getting hot. Then I found out, I went into the building, and I found out they do have a nice area for them to use the restrooms and get out of the sun and stuff. Even though their vans are sitting out there in the sun, there's no cover from the weather, the rain or anything. And I know that if we do incorporate this microtransit program, the Uber, then we need to install charging stations, solar farms, wind farms, something to generate that energy so it's not so costly to the City and the County. That's something we need to get going on if we have 14 months to do this. So, I'd like to really encourage the City and the County to work together on this program so that we have better transportation in the county.

26. Public Hearing Comment – Online**Name: Andrea Uribe, Leadership Counsel for Justice and Accountability****Received: April 24, 2024**

I just wanted to say thank you for the workshop that was hosted in La Vina on March 1. I know a lot of community members had an opportunity to talk about their unmet needs there. I just wanted to highlight some of the things the community members talked about during that day. I think one of the biggest things that came up in conversation was safety and I know one of the questions from the survey was, “Do you feel safe using transit?” I’ll just share a little excerpt from the meeting. At first most of the residents said ‘yes, we feel safe riding the bus’, because the residents were thinking mainly of their safety within the bus, like their route from Stop A to Stop B. Then we started talking about what it takes to get on the bus and make it back home and the conversation shifted. Residents brought out that they would like to have lighting at bus stops and on the pathways from their homes to the bus stop so that they could feel safe on their way to the bus stops. Additionally, one of the residents there shared a story of a time when one of her doctor’s appointments ran late and she missed her bus back to La Vina and similar to what the person before me just said, there were no other buses that ran after that set time. And like I said also, she used an electric wheelchair to get along, and because of this, she wasn’t able to just call a random taxi because she didn’t know if they would be able to accommodate for her wheelchair. She also talked about how reception was spotty, and she couldn’t just call an Uber or a Lyft because of not having reception, not having consistent access to data. She wasn’t sure if these options would be ADA Compliant. So, I just wanted to point out that sometimes it’s not that the residents are feeling scared or unsafe using public transit while they’re on the bus, but they were scared to be stranded if they relied on the bus. I also think this just discourages people from using the bus in general and makes it seem like the necessity for public transport maybe isn’t as needed in La Vina because the numbers of people using the bus aren’t as high, but I think it’s just that sometimes people aren’t able to use it as much because they’re not able to run their errands, or they’re not able to feel ensured that they will be able to have a ride back home. And I just want to reiterate that safety is important outside of the physical bus driving and they need to feel safe while they are walking on their way to the bus stop and they need to be able to feel like they would be able to make it back home. With that being said, they also reiterated the need for more infrastructure at the bus stops, like a trash can, maybe a light or a way to show the bus schedule and if the bus is showing up on time or if it’s running late and having additional route times and having the bus show up with more consistency.

Madera County Response (MCC): Currently there is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a Microtransit service that could address the limited needs and help document when increased fixed route service is warranted.

27. Public Hearing Comment – Online**Name: Dan Metz, Oakhurst, Representing Sierra Citizens****Received: April 24, 2024**

I'm not sure how much input you've had from the elderly and the disabled in the outlying areas, such as Oakhurst. We have a terrific community here of the elderly and the people who need rides to medical appointments, including into Fresno, primarily. I don't know what you can do about providing services of that type, but I'm also curious how much input you have received in total in your workshops, how many people participated. I'm also doubtful that you will have much input from the elderly or the disabled in the eastern county and the outlying areas without access to internet.

Madera County Response (MCC): The County currently provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays.

MCTC Response: The final Unmet Transit Needs Analysis and Recommendations Report, scheduled for release in June 2024, will include a comprehensive overview of the entire unmet transit needs process for FY 2024-25. This will include details on outreach and advertising efforts, workshop participation, and all comments received.

Comments in Original Format



2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Fanny Sofía De La O

Correo electrónico: [REDACTED]

Ciudad*: Madera Número de Teléfono: [REDACTED]

1. ¿Qué sistema de transporte público usa frecuentemente?*
- | | |
|---|---|
| <input type="checkbox"/> Madera Metro | <input type="checkbox"/> Madera County Connection (MCC) |
| <input checked="" type="checkbox"/> Metro Dial-A-Ride (DAR) | <input type="checkbox"/> MCC Madera Dial-A-Ride (DAR) |
| <input type="checkbox"/> Chowchilla Area Transit Express (CATX) | <input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR) |
| <input type="checkbox"/> Otro (por favor especifique) | <input type="checkbox"/> Eastern Madera County Senior Bus |
| | <input type="checkbox"/> Eastern Madera County Escort Service |

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

Sí, St. Agnes Community Hospital
en Fresno. Sobre todo para los mayores de 60 años
como yo. Necesitamos ayuda.

3. Describa las mejoras de transporte público que necesita.*
Metro Dial-A-Ride (DAR) para citas
en los hospitales en Fresno.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?
Sí, no he tenido ningún problema y
los conductores son muy amables.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Esther Cuevas V

Correo electrónico: _____

Ciudad*: Madera, La Vina Número de Teléfono: [REDACTED]

1. ¿Qué sistema de transporte público usa frecuentemente?*

- Madera Metro
- Metro Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Otro (por favor especifique)
- Madera County Connection (MCC)
- MCC Madera Dial-A-Ride (DAR)
- MCC Chowchilla Dial-A-Ride (DAR)
- Eastern Madera County Senior Bus
- Eastern Madera County Escort Service

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

Ir a Camarena Health y tener autobus de regreso
despues de la 7pm porque los doctores se tardan.

3. Describa las mejoras de transporte público que necesita.*

Al menos tres veces a la semana para ir a los
doctores.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Siempre.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: _____

Correo electrónico: ^{Name:} BERTHA BARCIA

Ciudad*: La Uirna Número de Teléfono:

1. ¿Qué sistema de transporte público usa frecuentemente?*

- Madera Metro
- Metro Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Otro (por favor especifique)
- Madera County Connection (MCC)
- MCC Madera Dial-A-Ride (DAR)
- MCC Chowchilla Dial-A-Ride (DAR)
- Eastern Madera County Senior Bus
- Eastern Madera County Escort Service

La Uirna

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

No hay camiones directamente al hospital

3. Describa las mejoras de transporte público que necesita.*

Que venga el camion mas dias por semana,
que venga mas seguido como cada media hora
mas paradas en la ciudad y casillas en las paradas

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

que recoja en un camion la basurera

No, me siento segura, debido al horario del
autobus.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Guadalupe Peñuñez

Correo electrónico: _____

Ciudad*: Madera Número de Teléfono:

1. ¿Qué sistema de transporte público usa frecuentemente?*

- | | |
|---|---|
| <input type="checkbox"/> Madera Metro | <input type="checkbox"/> Madera County Connection (MCC) |
| <input type="checkbox"/> Metro Dial-A-Ride (DAR) | <input type="checkbox"/> MCC Madera Dial-A-Ride (DAR) |
| <input type="checkbox"/> Chowchilla Area Transit Express (CATX) | <input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR) |
| <input type="checkbox"/> Otro (por favor especifique) | <input type="checkbox"/> Eastern Madera County Senior Bus |
| | <input type="checkbox"/> Eastern Madera County Escort Service |

La Vinq

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

Alumbrado público, banquetas hasta la tienda

sign electronicas con noticias del horario de los camiones, que venga mas seguido, mas dias y horas, y que vaya a

3. Describa las mejoras de transporte público que necesita.* a mas lugares

connecciones a lugares medicos para camaviana, rutas para el colegio de Madera

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Se siente segura.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: LOURDES CASTILLO

Correo electrónico: _____

Ciudad*: Madera Número de Teléfono: [REDACTED]

1. ¿Qué sistema de transporte público usa frecuentemente?*

- Madera Metro
- Metro Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Otro (por favor especifique)
- Madera County Connection (MCC)
- MCC Madera Dial-A-Ride (DAR)
- MCC Chowchilla Dial-A-Ride (DAR)
- Eastern Madera County Senior Bus
- Eastern Madera County Escort Service

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

MCC nada más llega 3 veces a la
semana y me toca planear mis viajes.

3. Describa las mejoras de transporte público que necesita.*

MCC tendría que venir 4-5 veces a la
semana.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

Se siente segura.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Armando Martinez

Correo electrónico: _____

Ciudad*: Madera Número de Teléfono: [REDACTED]

1. ¿Qué sistema de transporte público usa frecuentemente?*

- | | |
|---|--|
| <input checked="" type="checkbox"/> Madera Metro | <input checked="" type="checkbox"/> Madera County Connection (MCC) |
| <input checked="" type="checkbox"/> Metro Dial-A-Ride (DAR) | <input checked="" type="checkbox"/> MCC Madera Dial-A-Ride (DAR) |
| <input type="checkbox"/> Chowchilla Area Transit Express (CATX) | <input checked="" type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR) |
| <input type="checkbox"/> Otro (por favor especifique) | <input type="checkbox"/> Eastern Madera County Senior Bus |
| | <input type="checkbox"/> Eastern Madera County Escort Service |

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

si la vinya

3. Describa las mejoras de transporte público que necesita.*

Necesitamos 1 para de transporte en la vinya Tienda

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Si muy seguro

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Lidia Linajero

Correo electrónico: [Redacted]

Ciudad*: Madera Número de Teléfono: [Redacted]

1. ¿Qué sistema de transporte público usa frecuentemente?*

- Madera Metro
- Metro Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Otro (por favor especifique)
- Madera County Connection (MCC)
- MCC Madera Dial-A-Ride (DAR)
- MCC Chowchilla Dial-A-Ride (DAR)
- Eastern Madera County Senior Bus
- Eastern Madera County Escort Service

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

NO.

3. Describa las mejoras de transporte público que necesita.*

Que los dias y horarios sean mas frecuentes. Todos los dias, y que pasaran cada 3 horas al dia.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Si, es comodo y seguro

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Catalina Ceja de Saldana

Correo electrónico: _____

Ciudad*: Madera Número de Teléfono: [REDACTED]

1. ¿Qué sistema de transporte público usa frecuentemente?*

- | | |
|---|--|
| <input type="checkbox"/> Madera Metro | <input checked="" type="checkbox"/> Madera County Connection (MCC) |
| <input type="checkbox"/> Metro Dial-A-Ride (DAR) | <input type="checkbox"/> MCC Madera Dial-A-Ride (DAR) |
| <input type="checkbox"/> Chowchilla Area Transit Express (CATX) | <input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR) |
| <input type="checkbox"/> Otro (por favor especifique) | <input type="checkbox"/> Eastern Madera County Senior Bus |
| | <input type="checkbox"/> Eastern Madera County Escort Service |

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

[REDACTED] AVE 9, (casas de la uva)

Que sean mas dias a la semana los que venga.

3. Describa las mejoras de transporte público que necesita.*

Que venga todos los dias de la semana.

Que los horarios sean mas accesibles, mas frecuentes.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Si, los bases son comodas y es seguro el viaje.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Unmet Transit Needs Comment Form

Name*: Ascencion Aguayo

Email: _____

City*: _____ Phone Number: _____

1. Which system(s) do you most frequently use?*

- Madera Metro
- Metro Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Other (please specify) _____
- Madera County Connection (MCC)
- MCC Madera Dial-A-Ride (DAR)
- MCC Chowchilla Dial-A-Ride (DAR)
- Eastern Madera County Senior Bus
- Eastern Madera County Escort Service

2. Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip.*

3. Describe the transit improvements(s) you are requesting.*

una banca por la calle la vinda

4. Do you feel safe using transit? Why or why not?

Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Please return form to Natalia Austin via email at naustin@maderactc.org , mail 2001 Howard Road, Suite 201, Madera, CA 93637, or on-line survey: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Response is required





2024 Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Lisbeth Lopez

Correo electrónico: [REDACTED]

Ciudad*: Madera Número de Teléfono: [REDACTED]

1. ¿Qué sistema de transporte público usa frecuentemente?*

- | | |
|--|---|
| <input checked="" type="checkbox"/> Madera Metro | <input type="checkbox"/> Madera County Connection (MCC) |
| <input type="checkbox"/> Metro Dial-A-Ride (DAR) | <input type="checkbox"/> MCC Madera Dial-A-Ride (DAR) |
| <input type="checkbox"/> Chowchilla Area Transit Express (CATX) | <input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR) |
| <input checked="" type="checkbox"/> Otro (por favor especifique) | <input type="checkbox"/> Eastern Madera County Senior Bus |
| | <input type="checkbox"/> Eastern Madera County Escort Service |

Uber/Taxi

2. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.*

Todas las clínicas de Camarena ya que no hay Hospital en Madera.

3. Describa las mejoras de transporte público que necesita.*

Que el bus venga a La Vina todos los días y al menos 2 veces/día. Instalar otra marquesina y banca de espera.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

Sí me siento segura ya que brindan un buen servicio.

Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico. Por favor devuelva este formulario a Evelyn Espinosa por correo electrónico a evelyn@maderactc.org o por correo a: 2001 Howard Road, Suite 201, Madera, CA 93637, o respondiendo la encuesta en línea: <https://www.surveymonkey.com/r/UTN2024MCTC>

*Respuesta es requerida





2024 Unmet Transit Needs Comment Form

Name*: Cynthia Russell

Email: [Redacted]

City*: Chowchilla Phone Number: [Redacted]

1. Which system(s) do you most frequently use?*

- Madera Metro
- Metro Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Other (please specify)
- Madera County Connection (MCC)
- MCC Madera Dial-A-Ride (DAR)
- MCC Chowchilla Dial-A-Ride (DAR)
- Eastern Madera County Senior Bus
- Eastern Madera County Escort Service

2. Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip.*

yes I would like Chowchilla City Bus to run until 5pm with weekend service.

3. Describe the transit improvements(s) you are requesting.*

Chowchilla needs more drivers. One time there were no drivers available and they canceled my trip.

4. Do you feel safe using transit? Why or why not?

No the driver [Redacted] in Chowchilla drove with the door open twice and gave no explanation for it.

Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Please return form to Natalia Austin via email at naustin@maderactc.org, mail 2001 Howard Road, Suite 201, Madera, CA 93637, or on-line survey: <https://www.surveymonkey.com/r/UTN2024MCTC>

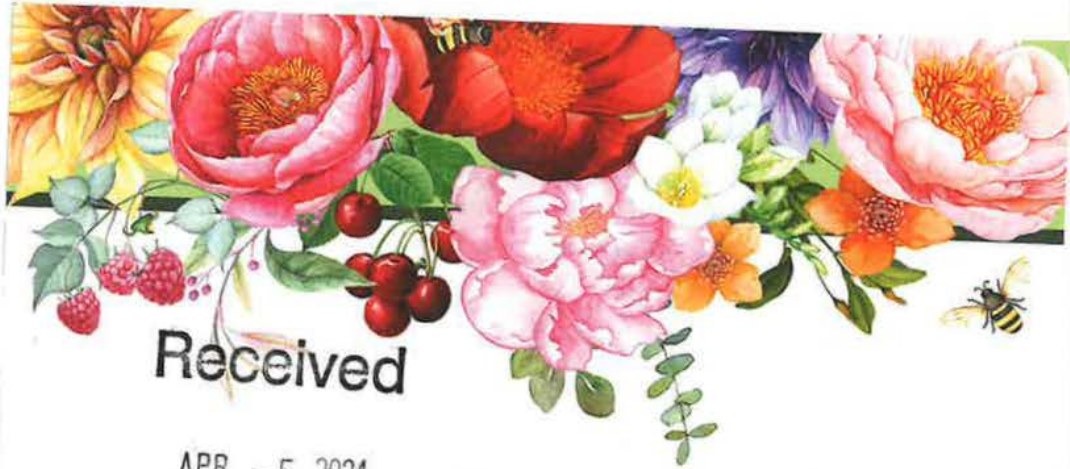
*Response is required

Received

MAR 4 2024

MCTC





Received

APR - 5 2024

March, 2024

MCTC

A pick up drop off
stop closer to Road
200 would be awesome,
like really near the
Fire Station or maybe
near the turn out

Thank you,
Seymour



©Nancy E. Mink

Thank you.

Sorry; could not
Attend.

Thank you.

Squency

To: Madera County Transportation Commission—Natalia Austin
2001 Howard Road Suite 201
Madera, CA 93637

Received

APR - 8 2024

From: Scott & Brenda McElroy

[Redacted]
Madera, CA 93636

MCTC

Thank you for this opportunity to share our requests and concerns. We've been Madera Ranchos residents for forty-four years and love the community. We want to see it be a safe and enjoyable place for generations to come. These are the issues we would like to see addressed:

1. The intersection at Avenue 12 and Hwy 41 needs double right turn lanes for cars turning right from Avenue 12 going onto south Hwy 41. This would keep the cars from backing up onto Avenue 12 and keep cars from illegally turning from the middle lane and causing issues with drivers unaware of their presence where they're not supposed to be there.
2. Drivers should not be able to turn left into Riverstone from westbound Avenue 12 unless there's a separate turn lane provided. Some of those streets have those little poles to block drivers from doing that, but Riverstone Blvd (I believe) has a double yellow but no barrier. Traffic suddenly stops, when someone decides to turn left over the double yellow at a point that people are not expecting. It is unsafe. Road 40 has a break in the double yellow, but no left turn lane which is also unsafe.
3. Our wonderful little street, [Redacted], has waited patiently to be cared for as many of our neighboring streets have been. There are many smooth roads that we love to ride our bikes on. [Redacted] is not one of them. It is really bad. Please consider putting it on the list for repaving in the near future.

Sincerely,



Scott & Brenda McElroy

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 07, 2023 5:19:09 PM
Last Modified: Thursday, September 07, 2023 5:23:06 PM
Time Spent: 00:03:57
IP Address: 107.115.33.41

Page 1

Q1

Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

Quiero saver los horarios

Q3

Respondent skipped this question

Describe the transit improvements(s) you are requesting. /
 Describa las mejoras de transporte público que necesita.

Q4

Respondent skipped this question

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Q5

Respondent skipped this question

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 09, 2023 12:06:28 PM
Last Modified: Saturday, September 09, 2023 12:07:52 PM
Time Spent: 00:01:23
IP Address: 73.48.144.88

Page 1

Q1

Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

No

Q3

Respondent skipped this question

Describe the transit improvements(s) you are requesting. /
 Describa las mejoras de transporte público que necesita.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Yes I never have problems when riding it

Q5

Respondent skipped this question

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 14, 2024 10:34:10 PM
Last Modified: Wednesday, February 14, 2024 10:47:19 PM
Time Spent: 00:13:09
IP Address: 72.193.172.36

Page 1

Q1

Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

Me gustaría que los domingos hubiera transporte, ya que es el día que la mayoría del campo descansan. Punto principal a visitar la iglesia san joaquin, walt mart, el parque de los leones

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Los últimos cambios me parecieron buenos, quizá si la ruta que va a la estación del tren cruzara del camarena kids de la yosemite por la estación de bomberos, el toro loco a la dds o parada del cuntry club tendría más afluencia

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

No al ir a esperarlo y que estés esperando por más de una hora y no pase.

Quizá si manejarán horarios fijos aun si tardarán en pasar 1 hora pero que fuera un horario seguro y actualizarán los horarios en Internet mejoraría la planeación en cuanto a su uso.

Al interior del autobús no hay problema, el personal es prudente al manejar y el uso del cinturón es bueno

Q5

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Gracias, use por mucho tiempo el servicio y esperaba tener oportunidad de expresar mis comentarios, por que les hacia falta esta opción . Mi nombre Sarai Ortiz [REDACTED]

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 21, 2024 4:03:28 PM
Last Modified: Wednesday, February 21, 2024 4:14:06 PM
Time Spent: 00:10:37
IP Address: 76.20.72.219

Page 1

Q1

None of the above

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

No

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

A connection to Merced, specifically to Merced Amtrak station

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

In general yes. Though I have not used Madera county services

Q5

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Please consider connections to Merced. Thank you!

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 01, 2024 12:22:17 PM
Last Modified: Friday, March 01, 2024 3:16:58 PM
Time Spent: 02:54:40
IP Address: 209.129.243.121

Page 1

Q1 Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2 Respondent skipped this question

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

Q3 Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Time punctuality for Madera Community College students.

Q4 Respondent skipped this question

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Q5

Respondent skipped this question

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 05, 2024 8:15:38 AM
Last Modified: Tuesday, March 05, 2024 8:25:36 AM
Time Spent: 00:09:57
IP Address: 166.198.34.118

Page 1

Q1

None of the above

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

Family member needs a ride on work days from Yosemite Ave to Valley children's hospital 8pm and pick up at 7am back to Yosemite Ave

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

More availability on times for those working but unable to drive.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

Yes

Q5

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

My brother in law got a job at Valley children's hospital, he is not a licensed driver, he needs transportation to and from work. Having affordable public transportation would be great.

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 06, 2024 8:22:28 AM
Last Modified: Wednesday, March 06, 2024 8:24:05 AM
Time Spent: 00:01:37
IP Address: 166.216.158.158

Page 1

Q1

Madera Metro (Metro)

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

None

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

May there please be a stop near Sherwood that the madera college bus can pick us up and also have a more better time management

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

I feel safe

Q5

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Fix your stops

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 12, 2024 10:46:40 AM
Last Modified: Tuesday, March 12, 2024 10:52:56 AM
Time Spent: 00:06:16
IP Address: 23.29.7.223

Page 1

Q1

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Other (please specify):

Roads within Madera County and they are dangerous and a mess.

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

The "bus" in EMC is empty every time I see it, so cut back or eliminate it and focus on safety and roads.

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Safer main roads, as tired of reading about fatal accidents. What is the coordination and interaction that Co. can be taking with the State for some of these roads? Let's talk about fire escape roads, and get them fixed. Don't ignore what is blatantly broken.

Q4

Respondent skipped this question

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

Q5

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

How about descent, safe roads for a start, as far more important than where dial a ride goes. Why are evacuation routes in Eastern Madera County not repaired and down to one lane? Address the real issues, please.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 12, 2024 12:00:36 PM
Last Modified: Tuesday, March 12, 2024 12:02:09 PM
Time Spent: 00:01:32
IP Address: 24.112.24.190

Page 1

Q1 **None of the above**

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2 **Respondent skipped this question**

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

Q3 **Respondent skipped this question**

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Q4 **Respondent skipped this question**

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Q5 **Respondent skipped this question**

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 02, 2024 3:26:54 PM
Last Modified: Tuesday, April 02, 2024 3:34:28 PM
Time Spent: 00:07:33
IP Address: 76.9.81.35

Page 1

Q1

None of the above

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2

Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interest in making your trip. ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

None, I don't use a bus

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Fix our roads, repair potholes countywide, repair 221 before it falls into the river, install or cause to be installed and maintained stop signs on all roads leading to Road 426, build sidewalks on Road 426 and the School Road. Sidewalks on SR 41 in Oakhurst.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

I do not use public transit

Q5

Respondent skipped this question

(Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Social Services Transportation Advisory Council

Madera County Transportation Commission Members

•

Chair
Leticia Gonzalez
Madera County

•

Vice Chair
Cecelia Gallegos
City of Madera

•

Waseem Ahmed
City of Chowchilla

•

Robert Poythress
Madera County

•

Jose Rodriguez
City of Madera

•

David Rogers
Madera County

May 29, 2024

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

SUBJECT: SSTAC FY 2024/25 "Unmet Transit Needs" Recommendation

Dear Chair Gonzalez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC met in November 2023 and February 2024 prior to the public hearing to review last year's findings and prepare for this year's unmet transit needs process. Comments regarding transit needs in Madera County were received at the "Unmet Transit Needs" Public Hearing on April 24, 2024. The SSTAC met again on April 30, 2024, following the public hearing to review all comments received and evaluate them based on the MCTC Policy Board adopted definitions of "unmet transit need" and "reasonable to meet". After thorough evaluation, we recommend the Commission adopt by resolution the following findings:

- 1. For FY 2024-25 there are unmet transit needs, including needs that are reasonable to meet within the jurisdiction of the County of Madera.**

MCTC Staff and the SSTAC recommend that the unmet transit needs which were found reasonable to meet be addressed during the upcoming fiscal year.

- ADD MORE LIGHTING AT THE BUS STOPS AND ALONG THE ROUTES TO BUS STOPS IN LA VINA; ADD LIGHTED SCHEDULES TO SHOW IF THE BUS IS RUNNING ON TIME

The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina.

Together with the app and the lighted schedule holders, this unmet transit need will be met.

- 2. For FY 2024-25 there are no unmet transit needs that are reasonable to meet within the jurisdiction of the City of Chowchilla.**

- 3. For FY 2024-25 there are no unmet transit needs that are reasonable to meet within the jurisdiction of the City of Madera.**

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

Patricia Taylor
MCTC
Executive Director
2001 Howard Rd. Suite 201
Madera, CA 93637
(559) 675-0721
patricia@maderactc.
org

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

The existing systems are:

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

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

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

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

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

Sincerely,



[Frank Simonis \(May 14, 2024 11:55 PDT\)](#)

Frank Simonis, SSTAC Chair

Social Services Transportation Advisory Council

**Madera County
Transportation
Commission
Members**

Chair

Leticia Gonzalez
Madera County

Vice Chair

Cecelia Gallegos
City of Madera

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City of Chowchilla

Robert Poythress
Madera County

Jose Rodriguez
City of Madera

David Rodgers
Madera County

Patricia Taylor
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Executive Director
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Mayo 29, 2024

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

SUBJECT: Recomendación del SSTAC para el año fiscal 2024/25 sobre “Necesidades de transporte público insatisfechas”

Dear Chair Gonzalez:

Es un gran placer que el Consejo Asesor de Transporte de Servicios Sociales (SSTAC) nuevamente hace una recomendación a la Comisión de Transporte del Condado de Madera sobre posibles necesidades de transporte público insatisfechas en el condado de Madera. El SSTAC se reunió en noviembre de 2023 y febrero de 2024 antes de la audiencia pública para revisar los hallazgos del año pasado y prepararse para el proceso de necesidades de transporte público insatisfechas de este año. Los comentarios sobre las necesidades de transporte público en el condado de Madera se recibieron en la audiencia pública “Necesidades de transporte público insatisfechas” el 24 de abril de 2024. El SSTAC se reunió nuevamente el 30 de abril de 2024, después de la audiencia pública para revisar todos los comentarios recibidos y evaluarlos con base en las definiciones de “necesidad de tránsito insatisfecha” y “razonable de satisfacer,” adoptadas en por La Junta Normativa de MCTC. Luego de una evaluación exhaustiva, recomendamos a la Comisión adoptar mediante resolución las siguientes conclusiones:

1. Para el año fiscal 2024-25, hay necesidades de tránsito no satisfechas, incluidas necesidades que son razonables de satisfacer dentro de la jurisdicción del Condado de Madera.

El personal del MCTC y el SSTAC recomiendan que las necesidades de transporte público insatisfechas que se consideraron razonable de satisfacer se aborden durante el próximo año fiscal.

- **AÑADIR MÁS LUZ EN LAS PARADAS Y EN LAS RUTAS A LAS PARADAS DE LA VIÑA; AGREGUE HORARIOS ILUMINADOS PARA MOSTRAR SI EL AUTOBÚS LLEGA A TIEMPO**

La aplicación Transit (de Swiftly) proporciona la ubicación del autobús en tiempo real. Los horarios también están disponibles en la aplicación. El condado tiene planes de instalar nuevos soportes de horarios que tengan luz solar en las paradas de autobús de todo el condado, incluida la comunidad de La Viña. Junto con la aplicación y los horarios iluminados, se cubrirá esta necesidad de tránsito insatisfecha.

2. Para el año fiscal 2024-25, no hay necesidades de transporte público insatisfechas que sean razonables de satisfacer dentro de la jurisdicción de la ciudad de Chowchilla.

3. Para el año fiscal 2024-25 no hay necesidades de transporte público insatisfechas que sean razonables de satisfacer dentro de la jurisdicción de la Ciudad de Madera.

4. Mantener los sistemas de transporte público existentes en el condado de Madera: Sistema de transporte público de Madera (Madera Metro y Dial-A-Ride) en la ciudad de Madera; Conexión del Condado de Madera; Chowchilla Area Transit Express; Servicio de acompañantes del este del condado de Madera; y autobús para personas mayores del este del condado de Madera.

El personal del MCTC y el SSTAC recomiendan que los sistemas de transporte público actuales continúen operando en el condado de Madera. Los sistemas de transporte público existentes satisfacen una necesidad existente de servicios de transporte público en el condado.

Los sistemas existentes son:

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

Madera Metro y Madera Dial-A-Ride brindan servicios de transporte público que cubren toda la ciudad de Madera.

El Chowchilla Area Transit Express (CATX) brinda servicios de transporte que cubren toda la ciudad de Chowchilla, así como también la prisión estatal de Fairmead y Valley.

El Madera County Connection (MCC) proporciona transporte interurbano desde Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos y el este del condado de Madera hasta Children's Hospital Central California, donde se puede hacer una conexión a Fresno a través del Fresno Area Express (FAX).

El programa de autobuses para personas mayores y el servicio de acompañantes brindan transporte público a las comunidades del este del condado de Madera, incluido el servicio a Raymond. Este servicio se brinda los miércoles de 8:30 am a 4:30 pm.

Sinceramente,

Frank Simonis, presidente del SSTAC

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

In the matter of
**FINDINGS OF THE FY 2024-25 UNMET
TRANSIT NEEDS HEARING**

Resolution No.: **24-05**

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

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

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

4. Cost-Effective

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.

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

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

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

WHEREAS, The Madera County Transportation Commission has determined that there are no public transportation or specialized transportation services that are identified in the 2022 Regional Transportation Plan which are not being implemented and/or funded; and

WHEREAS, The Madera County Transportation Commission, pursuant to Public Utilities Code, Section 99401.5 has noticed and held a public hearing on April 24, 2024, to receive testimony on unmet public transportation needs; and

WHEREAS, The Madera County Transportation Commission has considered the testimony received at said hearing and through other methods of receiving public feedback pursuant to Public Utilities Code, Section 99238.5.

NOW, THEREFORE, LET IT BE RESOLVED, that the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Madera, there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Chowchilla, and that there are unmet transit needs, including needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the County of Madera.

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

1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the County of Madera.

- Testimony was received regarding the need for more lighting at bus stops and to provide schedules with lighting at the bus stops that show if the bus is running on time, particularly in La Vina. These were found to be unmet transit needs that are reasonable to meet. The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.
- 2. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Chowchilla.
- 3. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Madera.
- 4. Maintain existing transit systems in Madera County: The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX) while the Senior Bus Program and the Escort Service provide transportation to the Eastern Madera County Communities, Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera, and the Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Valley State Prison.

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

The foregoing resolution was adopted this 29th day of May 2024 by the following vote:

Commissioner Ahmed	YES
Commissioner Gallegos	YES
Commissioner Gonzalez	YES
Commissioner Poythress	YES
Commissioner Rodriguez	YES
Commissioner Wamhoff	YES



Chair, Madera County Transportation Commission



Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 4-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Social Services Transportation Advisory Council Appointments

Enclosure: Yes

Action: Approve the Social Services Transportation Advisory Council applications for appointment:

- a. Sabrina Garibay to represent a Local Social Service Provider for Persons with Disabilities
- b. Mattie Mendez to represent a Local Social Service Provider for Older Adults
- c. Cynthia Ortegon to represent a Potential Transit User Who Has a Disability
- d. Frank Simonis to represent a Potential Transit User Who Has a Disability

SUMMARY:

MCTC Staff is requesting the Policy Board's consideration and action on four applications to the Social Services Transportation Advisory Council (SSTAC). One applicant, Frank Simonis, is seeking reappointment. Three applicants are seeking to be appointed for their first term: Sabrina Garibay, Mattie Mendez, and Cynthia Ortegon. The primary purpose of the SSTAC is to oversee the Unmet Transit Needs process. Appointments to the SSTAC require action by the Policy Board.

California's Transportation Development Act (TDA) requires the Madera County Transportation Commission (MCTC) to establish a Social Services Transportation Advisory Council (SSTAC) to advise MCTC on any major transit issues in the Madera County region. This includes participating in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist.

The SSTAC shall consist of the following members:

1. **One** representative of a potential transit user who is 60 years of age or older.
2. **One** representative of a potential transit user who is a person with a disability.
3. **Two** representatives of the local social service providers for older adults, including one representative of a social service transportation provider, if one exists.

4. **Two** representatives of local social service providers for persons with a disability, including one representative of a social service transportation provider, if one exists.

5. **One** representative of a local social service provider for persons of limited means.

6. **Two** representatives from the local transportation service agency, including one representative from an operator, if one exists.

7. **Any additional members** appointed from a broad representation of social service and transit providers representing older adults, persons with disabilities, and persons of limited means in accordance with PUC Section 99238, subdivision B.

The term of appointment is for three years, which may be renewed for additional three-year terms.

Sabrina Garibay is an Employment and Training Worker at the Madera County Department of Social Services and functions as a liaison for the agency for various district programs working with members of the community who have disabilities. She is familiar with the challenges of vulnerable populations and regularly advocates for the accessibility of reliable public transportation in Madera County, especially for persons with disabilities. Sabrina has resided in Madera County for years and has compassion for the community. Sabrina is applying to serve one three-year term on the SSTAC representing a Local Social Service Provider for Persons with Disabilities.

Mattie Mendez is the Executive Director for the Community Action Partnership of Madera County, Inc. (CAPMC). CAPMC is a public non-profit organization committed to improving the social well-being and economic capacity of low-income residents of Madera County by providing a broad spectrum of programs and resources. Mattie has worked in Madera County for over 30 years and recognizes the transportation needs of the economically disadvantaged. She is applying to serve one three-year term on the SSTAC representing a Local Social Service Provider for Older Adults.

Cynthia Ortegon resides in the City of Madera and has a disability that requires her to utilize a mobility scooter. Despite these personal challenges, Cynthia is an advocate for persons with disabilities, having served on the Madera Americans with Disabilities Act Advisory Council since 2006, and as the Chair of the Madera Transit Advisory Board for the past five years. Since she regularly uses the Madera Metro transit system, she has firsthand knowledge of the challenges that persons with disabilities face when using public transit. Cynthia is applying to serve one three-year term on the SSTAC representing a Potential Transit User Who Has a Disability.

Frank Simonis has been the SSTAC Chair for the past 3 years. He would like to apply to serve for another three-year term. As a resident of Oakhurst, Frank has been instrumental in helping the SSTAC understand the unique transportation challenges of residents who live in Eastern Madera County. Frank is also visually impaired. From his personal and professional experiences as a former firefighter, paramedic, and Search and Rescue Officer for the Madera

County Sheriff's Office, he is acutely aware of the challenges that persons with disabilities face. Frank is applying to represent a Potential Transit User Who Has a Disability.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



Madera County Transportation Commission

Item 4-4-C.

MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: 05/15/2024

NAME/NOMBRE: Sabrina Garibay

HOME ADDRESS/DIRECCION: [Redacted]
Street/ Calle City/ Ciudad Zip Code/ Código Postal

WORK ADDRESS/
DIRECCION DE EMPLEO: 1620 Sunrise Madera CA 93638
Street/ Calle City/ Ciudad Zip Code/ Código Postal

PHONE/ TEL: Home/Casa: [Redacted] Cell: Work/Empleo:

EMAIL/ Correo electrónico: Sabrina.garibay@maderacounty.com

Request to Represent:/ Solicitud para representar:

- Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
Potential Transit User Who Has a Disability/ Usuario potencial de transporte público que esta deshabilitado
Local Social Service Provider for Persons with Disabilities/ Representante del proveedor de servicios sociales locales para discapacitados
Local Social Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios sociales locales para personas de recursos limitados
Local Transportation Service Agency/ Representante de la Agencia de Transporte Local
Other (Optional) – Transportation Planning Agency may appoint additional members in accordance with the procedure prescribed in subdivision (b) of California Public Utilities Code § 99238. Otro (Opcional) La Agencia de Planificación del Transporte podrá nombrar miembros adicionales conforme con el procedimiento prescrito en la subdivisión (b) del Código de Servicios Públicos de California § 99238

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.

(Use additional space if needed) /Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)

I had the privilege of attending the May 2024 MTCT Board Meeting and developed a strong commitment to advocating for the accessibility of reliable public transit for seniors and individuals with disabilities.

Provide any additional information you believe will be helpful during the applicant review process.

(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

I am currently a member of multiple Madera County boards, where I advocate for our most vulnerable populations. I believe I can offer resources and personal dedication to support individuals with disabilities and seniors.

Signature/ Firma: Sabrina Garibay

Please send completed applications to:
(Por favor mande solicitudes a:)
Natalia Austin,
Senior Regional Planner
2001 Howard Road, Suite 2
Madera, CA 93637
naustin@maderactc.org



Madera County Transportation Commission

Item 4-4-C.

MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: 05/21/2024

NAME/NOMBRE: Mattie Mendez

HOME ADDRESS/DIRECCION: [Redacted]
Street/ Calle City/ Ciudad Zip Code/ Código Postal

WORK ADDRESS/ DIRECCION DE EMPLEO: 1225 Gill Ave. Madera, CA 93637
Street/ Calle Zip Code/ Código Postal

PHONE/ TEL: Home/Casa: Cell: Work/Empleo: 559-351-7135

EMAIL/ Correo electrónico: [Redacted]

Request to Represent:/ Solicitud para representar:

- Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
Potential Transit User Who Has a Disability/ Usuario potencial de transporte público que esta deshabilitado
Local Social Service Provider for Persons with Disabilities/ Representante del proveedor de servicios sociales locales para discapacitados
Local Social Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios sociales locales para personas de recursos limitados
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Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.

(Use additional space if needed) /Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)

I have worked in Madera County for over 30 years and my husband and I moved to Madera in 2021. I feel my role at our agency and my passion for the community well being will be useful to the Advisory Council.

Provide any additional information you believe will be helpful during the applicant review process.

(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

I am employed by Madera County, CAPMC completes an extensive community needs assessment every two years and transportation is always a top three need in our community.

Signature/ Firma: Mattie Mendez

Please send completed applications to:
(Por favor mande solicitudes a:)
Natalia Austin,
Senior Regional Planner
2001 Howard Road, Suite 2
Madera, CA 93637
naustin@maderact.org



Madera County Transportation Commission

Item 4-4-C.

MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: April 27, 2024
NAME/NOMBRE: Cynthia Ortega
HOME ADDRESS/DIRECCION: [Redacted] Madera, CA 93637
WORK ADDRESS/DIRECCION DE EMPLEO:
PHONE/ TEL: Home/Casa: Cell: [Redacted] Work/Empleo:
EMAIL/ Correo electrónico: [Redacted]

Request to Represent: / Solicitud para representar:

- Potential Transit User 60 Years or Older / Usuario potencial de transporte público
Local Social Service Provider for Seniors / Proveedor local de servicios sociales para personas mayores
Potential Transit User Who Has a Disability / Usuario potencial de transporte público que esta deshabilitado
Local Social Service Provider for Persons with Disabilities / Representante del proveedor de servicios sociales locales para discapacitados
Local Social Service Provider for Persons of Limited Means / Representante de un proveedor de servicios sociales locales para personas de recursos limitados
Local Transportation Service Agency / Representante de la Agencia de Transporte Local
Other (Optional) - Transportation Planning Agency may appoint additional members in accordance with the procedure prescribed in subdivision (b) of California Public Utilities Code § 99238.

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.

(Use additional space if needed) / Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)
To help my community live safe and healthy and to provide my input as a disabled person who ride a mobility scooter on the roads

Provide any additional information you believe will be helpful during the applicant review process. (Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

Madera ADA Advisory Council - 2006-present
Transit Advisory Board Steps - present, Chair
Signature/ Firma: Cynthia Ortega

Please send completed applications to:
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Natalia Austin,
Senior Regional Planner
2001 Howard Road, Suite
Madera, CA 93637
naustin@maderactc.org



Madera County Transportation Commission

Item 4-4-C.

MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: 06.10.24

NAME/NOMBRE: Frank J. Simonis

HOME ADDRESS/DIRECCION: Oakhurst, Ca 93644
Street/ Calle City/ Ciudad Zip Code/ Código Postal

WORK ADDRESS/
DIRECCION DE EMPLEO: N/A
Street/ Calle City/ Ciudad Zip Code/ Código Postal

PHONE/ TEL: Home/Casa: Cell: Work/Empleo:

EMAIL/ Correo electrónico:

Request to Represent:/ Solicitud para representar:

- Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
[Px] Potential Transit User Who Has a Disability/ Usuario potencial de transporte público que esta deshabilitado
Local Social Service Provider for Persons with Disabilities/ Representante del proveedor de servicios sociales locales para discapacitados
Local Social Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios sociales locales para personas de recursos limitados
Local Transportation Service Agency/ Representante de la Agencia de Transporte Local
Other (Optional) – Transportation Planning Agency may appoint additional members in accordance with the procedure prescribed in subdivision (b) of California Public Utilities Code § 99238. Otro (Opcional) La Agencia de Planificación del Transporte podrá nombrar miembros adicionales conforme con el procedimiento prescrito en la subdivisión (b) del Código de Servicios Públicos de California § 99238

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.

(Use additional space if needed) /Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)

I have served as the Chair for the past three years. I am partially sighted and cannot drive. I live in the mountains in Madera County District 5, which has very limited public transportation. I personally rely on friends and neighbors to get to the store to buy food and to get medications. I would like to continue helping to advise on the needs of persons with disabilities, like myself, and offer suggestions towards solutions.

Provide any additional information you believe will be helpful during the applicant review process.

(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

I am a former firefighter and paramedic. I also was a Search and Rescue Officer for the Madera County Sheriff's Office. I am very aware of the needs and restrictions of persons with disabilities from both a personal and professional view.

Signature/ Firma: Frank Simonis

Frank Simonis (June 10, 2024 3:32 PDT)

Please send completed applications to:
(Por favor mande solicitudes a:)
Natalia Austin,
Senior Regional Planner
2001 Howard Road, Suite 2
Madera, CA 93637
naustin@maderact.org



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 4-D

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Letters of Opposition – AB 6 (Friedman) Transportation planning: regional transportation plans: reduction of greenhouse gas emissions

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

AB 6 (Friedman), was substantially amended recently in the State Senate. AB 6 would enact more stringent criteria for accessing critical state funding by requiring the California Air Resources Board (ARB) to develop regional targets indefinitely. These targets go beyond the revenue available from the Cap-and-Trade program, which is set to expire in 2030. The bill will invalidate certified environmental impact reports developed through the California Environmental Quality Act process if ARB determines that a project should not be included in a sustainable communities strategy (SCS).

Letters of opposition to AB 6 from various sources have been included for your information.

The latest version of AB 6 may be found [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

June 4, 2024

The Honorable Dave Cortese
Senate Transportation Committee, Chair
State Capitol, Room 405
Sacramento, CA 95814

RE: AB 6 (Friedman) – Transportation planning: regional transportation plans: reduction of greenhouse gas emissions - Oppose

Dear Chair Cortese:

On behalf of the Madera County Transportation Commission (MCTC), I write to express our **opposition to AB 6 (Friedman)**, which would enact more stringent criteria for accessing critical state funding by requiring the California Air Resources Board (ARB) to develop regional targets indefinitely. These targets go beyond the revenue available from the Cap-and-Trade program, which is set to expire in 2030. The bill will invalidate certified environmental impact reports developed through the California Environmental Quality Act process if ARB determines that a project should not be included in a sustainable communities strategy (SCS).

MCTC supports California’s climate goals and is deeply committed to improvements to passenger and freight rail systems, greenhouse gas (GHG) and vehicle miles traveled (VMT) reduction where feasible, and improving public transportation, walking, biking, and other modes of transportation. Each MPO is already required to include a sustainable communities strategy (SCS) in its regional transportation plan, providing ample coordination with the ARB, and cannot apply for SB 1 funds without an approved SCS. The CEQA process also provides a robust public participation process that would be undermined by this bill.

AB 6 fails to recognize the fiduciary obligation that “self-help” counties have to voters in improving the state highway system and assisting with state and regional mobility priorities. Our region has a voter-approved retail transaction and uses tax, Measure T, which makes a commitment to the voters and our public to deliver the transportation investments identified in the voter-approved expenditure plan. A key part of keeping our promises is to secure state matching funds (making investments on state assets) since each county does not generate enough local sales tax revenues to make up for the disproportionate cost of delivering projects. Our needs and revenue generation, especially with a county population under 200,000, are disproportionate to the level of investment that is needed to achieve state and regional targets for improved air quality. Therefore, a strong partnership with the state is mandatory.

Disadvantaged communities within the Madera region, including farm workers, laborers, and tourists that drive our local economy, rely on the automobile as other modes of transportation are not readily accessible. Our region contains several rural areas accessible only via local roadways, does not have easy access to public transit, particularly in the eastern part of the county, and lacks significant safety for bicycles and pedestrians, as many local roads do not contain sidewalks or designated bicycle lanes.

For these reasons, we must **oppose AB 6** when it is heard in your Senate Committee on Transportation. We look forward to partnering with you and the appropriate state agencies to develop pragmatic solutions while maintaining the legislative intent of SB 1. We ask that state investments be responsive to each region's unique needs and characteristics: urban, rural, valley, and coastal, and help MPOs maintain their role in delivering taxpayer-funded projects.

If you have any questions, please contact our legislative advocate, Gus Khouri, at (916) 605-8975 or gus@khouriconsult.com.

Sincerely,



Patricia Taylor
Executive Director

cc: Members of the Senate Transportation Committee
The Honorable Laura Friedman, Assemblymember, 44th District
The Honorable Marie Alvarado-Gil, Senator, 4th District
The Honorable Anna Caballero, Senator, 14th District
The Honorable Jim Patterson, Assemblymember, 8th District
The Honorable Esmeralda Soria, Senator, 27th District
Melissa White, Principal Consultant, Senate Transportation Committee



June 3, 2024

Assemblymember Laura Friedman
State Capitol
Sacramento, CA 95814

Re: [AB 6 \(Friedman\) Transportation planning: regional transportation plans: Solutions for Congested Corridors program: reduction of GHG emissions \(Oppose\)](#)

Dear Assemblymember Friedman:

For the reasons outlined below, the California Association of Councils of Government (CALCOG) is opposed to AB 6.

CALCOG's Full Participation in Stakeholder Process Yielded No Results

CALCOG was at first optimistic when you invited a broad group of stakeholders to collaborate to achieve a consensus solution in AB 6. We attended every meeting, even when attendance from other groups waned. We have always appreciated your leadership in this area of the law and note that despite some differences, we have successfully worked with you on other issues to improve implementation of Sustainable Communities Strategies.

Unfortunately, consensus under the AB 6 stakeholder process was never achieved. We refrained from "working" our oppose position during the Assembly floor vote when the process facilitators assured us that the final bill would represent consensus. But that promise was not kept. The meetings stopped. When AB 6 was amended last week, it included provisions that were not discussed in the process. No substantive idea that we brought forward in the stakeholder process was included.

Like you, we take the implementation of Sustainable Communities Strategies (SCSs) very seriously. We share your belief that changes are necessary to preserve SB 375's long-term effectiveness. We remain committed to working with all stakeholders for solutions. But the language in AB 6 has never reflected this kind of collaboration. Time has run out. The difficult work of forging consensus on SB 375 implementation should be restarted soon—so a consensus can be achieved before the end of the next legislative session.

2045 Target Setting Must Account for EVs & Additional State Actions

The current language in AB 6 merely extends a target setting process that is increasingly obsolete. The GHG targets derive from a 2005 base year and the methodology represents the best thinking in 2010 (the year the Regional Targets Advisory Committee met). But a lot has changed since then. Consider the following points:¹

- **The Value of a GHG Per Capita Reduction Target is Waning.** California’s transition to EVs is making the GHG per capita metric less relevant. At some point prior to 2045, there will not be enough internal combustion engine cars (ICE autos) to achieve the needed reductions across all vehicles. Instead of considering how to address EVs, AB 6 compounds the problem by extending the existing process for another ten years.
- **Proposed 2045 Target Will Disproportionately Affect Low-Income Households.** CARB estimates 70 percent of cars will be EVs by 2045. In that year, most ICE autos will be older than 10 years (given the 2035 deadline for their sale). As a result, we predict that lower-income households will be over-represented in this group of vehicle owners. The extension of the GHG per capita metric to 2045 creates a natural focus emphasis on strategies that limit the use of these cars (as compared to EVs) because that is where the most GHG reduction would occur. Such a result is obviously unfair and inequitable. But AB 6 includes no consideration of this factor.
- **No Plan for Addition State Actions.** CARB has acknowledged that MPO actions, on their own, are not enough to achieve the targets; that additional state actions are necessary. The current targets require MPOs to reduce GHG emissions by 19%, which was 6% *less* than the 25% in the Scoping Plan. This 6% gap was to be addressed by “additional state actions.” But no law accounts for how the state is achieving these additional reductions. Although policies like SB 743 and the *Climate Action Plan for Transportation Infrastructure* represent state action that should reduce emissions, we do not know whether they are enough to bridge the 6% gap (probably not). AB 6 would be more effective if it provided a framework for monitoring the state-responsibility emission reductions which remain unaddressed 14 years after the first targets were agreed upon.
- **Most of ARB’s Identified Actions Require State Action.** In *Tracking Progress*, the second SB 150 Report, CARB lists 56 actions that could be employed to achieve SB 375 outcomes (see page 40). Of these, 52 (!) require state action. (See Attachment). This same “state action” emphasis is included in the 2022 Scoping Plan Update (see

¹ The Scoping Plan divides transportation emissions into three sections: technology, fuels, and VMT. MPOs do not get “credit” for advances in technology (fuel efficiency, electrification) or fuels (low carbon fuels). Instead, MPOs are credited for reductions from mobility, mode shift, and land use changes. Although there are limited instances where MPOs count advances in EV use, they are very limited under ARB’s SB 375 Guidelines.

Appendix E). AB 6 merely focuses on the margin of SCS implementation while ignoring swaths of potential state action in this area.

- **Electric Vehicle Owners May Actually Drive More.** The cost of driving is the most significant variable affecting how much people drive. One challenge in trying to limit VMT is that it is significantly cheaper to drive an EV than an ICE auto. Thus, an EV driver does not have a cost incentive to drive less. As the number of EVs increase, there are more drivers with low operating costs taking longer trips, which is at odds with ARB’s focus is to get VMT to decrease. AB 6 does not account the outcomes of other policies (like emphasizing EV ownership) that actually increase (unintentionally) VMT.
- **Largest Funding Source is Diminishing.** As the LAO noted in *Assessing California’s Climate Policies—Implications for State Transportation Funding and Programs*, state climate policy is driving a significant reduction in gas tax revenues. For MPOs, this affects the available funding for transportation infrastructure. The SCS is fiscally constrained, meaning that the MPO must have a reasonable expectation of revenues for all the transportation projects and strategies included in the RTP/SCS. As funding declines, the ability for MPOs to invest in transformational projects also declines. Replacement of those funds requires state action. Although the 2022 Scoping Plan calls for a “fuel agnostic” revenue source, there has been no serious action toward adopting an alternative. Until that time, MPOs will have less and less money to program in a way that can achieve the any transformational mode shifts or reduced VMT. AB 6 merely assumes that MPOs will be able to achieve goals without a fiscal analysis.

If the Legislature is going to establish a new target year, it should be designed to address the current constraints. Failure to do so gets in the way of California achieving its targets. Extending the current target setting without adapting to new circumstances merely creates another planning exercise. But it won’t result in substantial GHG reductions. CALCOG would welcome a more holistic conversation that includes the issues raised above.

Amendment to SCS Review Process is Contrary to SB 375’s Intent

AB 6 would dramatically upset the collaboration between MPOs and ARB. This was the most carefully negotiated language of SB 375. With just a few words, AB 6 demolishes the delicate balance it created. For reasons described below, we have opposed this language since it was introduced at the beginning of the AB 6 collaborative process. Yet it remains.

AB 6 gives CARB the right to veto the RTP/SCS. The problem is that the RTP is a federally required plan that also plays an important role in the state’s air conformity. CARB *staff* (not the Board) is charged with reviewing a plan through the single lens of GHG reduction. They do not have the expertise in federal conformity review, housing policy, and other factors that are required to be addressed in a RTP/SCS. The process does not involve the California Transportation Commission, which publishes the RTP Guidelines.



Additionally, authorizing CARB staff to pass unilateral judgment about the “likelihood” of specific strategies is troubling. SCS strategies already meet the “current planning assumption” standard in federal law, which requires them to be “reasonable” or realistic under the Clean Air Act conformity. So what happens if CARB rejects as unlikely a strategy deemed reasonable under federal law? AB 6 is silent on this issue.

Second, the state has its own set of unlikely assumptions. Consider the “*doubling of local transit capacity and service frequencies by 2030.*” (Scoping Plan, Appendix E, p 12). We support the idea, but think this outcome is unlikely. Who reviews the likelihood of ARB’s strategies? Is it right to require MPO strategies to be “likely” when the state is not held to the same standard? And what if an MPO incorporates an “unlikely” CARB strategy? Can CARB reject it without undermining the Scoping Plan? This is not well thought through.

Amendment Review is not the Best Use of Limited State Resources

We also oppose the language that would require MPOs to submit RTP amendments for approval. This is busywork. Although there are exceptions, most RTP amendments involve minor timing changes that need to be addressed for conformity. We note that CARB will be presented the opportunity to review this amendment when it reviews the entire updated RTP, which will be presented one to three years from the time of the amendment.

We question the need to review even a major change during (for example) the second or third year of a four-year RTP cycle. Perhaps there are instances where the staffing and cost of such review are warranted. But that case has not been made. We would have appreciated the chance to discuss during the stakeholder process, but we do not recall it being raised.

Conclusion

Thank you for considering our basis for opposition.² We remain open to conversations to improve this area of the law. Please contact me if you have any questions or want to discuss these issues further [bhiggins@calcog.org | (916) 717-8324].

Sincerely,

Bill Higgins
Executive Director

² We also oppose other provisions not addressed here, such as the consideration of wildlife resources to “maximum extent” (without clarity of how that may work with other state goals, such as conformity and housing) and the requirement to maintain the reduction through the 20-year (or more) life of the plan (without consideration the reason, which could be related to state action or inaction).

HIGHLIGHTED **State, Regional, and Local Strategies**

in the

DRAFT 2022 PROGRESS REPORT

CALIFORNIA'S SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

JUNE 2022



Marked up by:
California Association of Councils of Governments

This is a reprint of recommended actions in ARB's most recent SB 150 Report entitled *Tracking Progress*. This copy is annotated. The responsible level of government—state, regional, or local—is highlighted with a different color as demonstrated below. The colored numbers provide a running count of actions for each level of government

State Government

Regional Government

Local Government

*Housing, Transportation System Management, Transportation Planning and Funding, and New Mobility and Electric Vehicles.*⁸⁴

Each MPO region is unique, and challenges to SCS implementation vary throughout the state. Not all strategy areas apply to every MPO region, and the potential actions identified are offered as potential first steps for addressing the challenges.

LAND USE AND HOUSING

Development patterns in many parts of California currently make it easier to drive than to get around via public transit and active transportation. Nearly all SCSs include land use strategies such as supporting job and housing growth in identified priority development areas, which could make non-auto travel more convenient. However, implementation of this vision for future growth has been difficult. What follows are key actions to facilitate implementation of land use and housing strategies.

INCENTIVIZE ALIGNMENT OF LOCAL LAND USE WITH REGIONAL PLANS

Challenge: Despite many regions identifying priority areas in the SCSs for new development that can bring jobs, daily needs, and housing closer together, many local agencies have not successfully advanced infill and climate-smart development as needed. Instead of planning for new homes, shops, and workplaces within priority growth areas, too often growth is still being planned for land outside existing communities or built there first, especially in rural areas. All levels of government need to support and incentivize projects that allow for shorter trips, in both urban and rural areas, by bringing jobs and daily needs closer to homes.

Potential Actions:

- 1 • The Legislature could give State and regional agencies a greater role in supporting congruent local land use actions to foster their alignment with SCS implementation.
- 2
1 • State and regional agencies could expand data sharing, such as providing open access to parcel data and priority development area shapefiles. This could support local planning that aligns with SCSs, SCS development and progress tracking, and state project prioritization. For example, SCAG developed the Housing Element Parcel (HELPR) tool, which identifies potential housing sites that could advance SCS implementation.

⁸⁴ The draft 2022 Scoping Plan includes Appendix E: Sustainable and Equitable Communities which is a framework for State action on VMT to support achievement of carbon neutrality that includes both State actions needed to support SCS implementation, as well as additional needed VMT reduction actions. The 2022 Progress Report focuses on identifying actions needed by all levels of government to support SCS implementation.

- 3
2 • **State** and **regional** agencies could support widespread adoption of the Prohousing Designation Program⁸⁵ and further incorporate polices that support housing growth and VMT reduction in tandem. By using the Prohousing Designation Program, State and regional agencies can direct discretionary investments to jurisdictions that are making strong efforts to develop housing in ways that reduce VMT.
- 4 • The **Legislature** and **State** agencies could explore potential actions to expand the use of transfer of development rights, which is a growth management technique that allows property owners (such as farmers and ranchers) to disconnect the right to develop their property from the property itself and sell or transfer it for use on a different parcel of land in the community, thereby preserving the original parcel from development. This supports both natural and working land conservation and infill growth.
- 5 • The **Legislature** could expand tools and funding available to State, **regional** and local agencies to preserve natural and working lands and help to shape growth patterns. Tools and funding could focus on supporting regional "greenprint" planning efforts, as well as the conservation of key lands the plans identify as at risk of being lost to urbanization.
- 1 • **Local agencies** could establish urban growth boundaries (UGBs) to focus new development in existing communities. State and regional agencies could provide incentives, technical capacity, and other support for implementation of UGBs aligned with SCSs to facilitate infill development and affordable housing. For example, every city in Sonoma County has a UGB.
- 6
3 • **State** or **regional** agencies could develop a resource for local agencies that further defines and illustrates how infill can be context-sensitive in different parts of California, including in rural areas and small towns, and offers policy templates for local adoption. An example to build on is the AMBAG's infill development resource page for local governments in its region, which is part of the region's toolkit to support local SCS implementation.⁸⁶
- 7 • **State agencies** could prioritize support for complete streets and other infrastructure improvements to attract development in locations targeted in SCSs for growth. For example, the Sacramento Area Council of Governments (SACOG) Rural Main Streets program provides strategic investments to create vibrant commercial corridors⁸⁷ and Green Means Go targets funding to

⁸⁵ For more information about the Prohousing Designation Program see *Prohousing Designation Program*. California Department of Housing and Community Development. Accessed May 2, 2022. <https://www.hcd.ca.gov/community-development/prohousing/index.shtml>

⁸⁶ For more information about AMBAG's SCS Implementation Project see *Sustainable Communities Strategy Implementation Project*. Association of Monterey Bay Area Governments. Accessed May 2, 2022. <https://www.ambag.org/plans/sustainable-communities-strategy-implementation-project>.

⁸⁷ For more information about SACOG's investments in regional commercial corridors and main streets see *Commercial Corridors and Main Streets: Civic Lab Year Two*. Sacramento Area Council of

promote infill development within planned center, corridor, or established communities identified in its SCS.⁸⁸

ACCELERATE INFILL HOUSING PRODUCTION

Challenge: Across the State, housing production is falling far short of demand and the growth assumed by regional SCSs. The high upfront costs for building infill and affordable housing continue to discourage these development types. The costs of land, labor and materials, local development requirements and fees, lack of existing infrastructure and subsidies to build affordable units, and costs to navigating the political and legal context are significant. Long approval timelines put financial pressure on developers to shift projects toward upper-income buyers to recoup upfront costs or discourage development efforts altogether.

Potential Actions:

- 8 • **The Legislature** could expand tax increment financing options and other financing tools for infill-supportive infrastructure.
- 9 • **State agencies** and the **Legislature** could expand funding for infill-supportive infrastructure (e.g., investing and upgrading infrastructure for sewers, water systems, transit, roads, or public facilities) to help alleviate the financial barriers posed by needed upgrades to support more intense land uses in existing neighborhoods. For example, this can be further expanded from existing funding programs like REAP 2.0 or the Infill Infrastructure Grant Program.
- 10 • **State agencies** could partner to support expansion of prefabricated construction for affordable housing projects, in collaboration with industry partners, to reduce construction costs and accelerate housing production timelines.
- 11
4 • **State** and **regional** agencies could provide funding and guidance for local agencies to update and streamline their permit processes for affordable housing projects and projects in identified priority development areas.⁸⁹ For

Governments. Accessed May 2, 2022. <https://www.sacog.org/post/commercial-corridors-and-main-streets>.

⁸⁸ For more information about SACOG's Green Means Go program, see *Sacramento Region Greenhouse Gas Reduction Pilot Program Green Means Go*. Sacramento Area Council of Governments. Accessed May 11, 2022. <https://www.sacog.org/greenmeansgo>.

⁸⁹ Many SCSs include priority development areas, or places within the region where new homes, jobs and community amenities are targeted, typically near existing or planned transit. Many regions identify these areas in their SCSs, but they many go by different names such as priority growth areas, infill development areas, or place/community types like established communities or center/corridor communities, etc.

example, the City of Los Angeles has established expedited processing services for planning entitlement applications.⁹⁰

- 2 • **Local agencies** could develop guides and preapproved designs for ADUs and duplexes to make it easier and faster to build these units.
- 12 • **Regional** agencies could use their convening and regional leadership role to help local agencies initiate partnerships with non-profit and business partners to advance infill development projects that support climate and equity goals. For example, TCAG helped local agencies connect with community partners to support affordable housing projects and active transportation investments.
- 12
5 • **State** and **regional** agencies could continue exploring actions to expand adaptive reuse of commercial buildings for housing. For example, MTC/ABAG's latest SCS includes a strategy to encourage adaptive reuse of aging malls and office parks into neighborhoods through targeted financial and technical assistance programs for planning and housing development. The City of San Francisco is currently reviewing plans to adapt the Stonestown Mall for housing development.⁹¹

EXPAND TOOLS AND RESOURCES TO INCREASE AND PROTECT AFFORDABLE HOUSING

Challenge: California is not building enough homes to meet the needs of its growing population, especially to serve lower-income households, which is contributing to further housing cost burdens and inequities across the state. In addition to addressing the building cost challenges discussed above, additional work is needed to support RHNA implementation at the local level. While recent housing legislation has provided more guidance for implementation of RHNA assumptions, stakeholders report that some cities are planning or selecting sites for low-income housing that are unlikely to be redeveloped within the RHNA housing cycle. Furthermore, many local policies to support the construction and preservation of housing, especially for lower-income households, are still not strong enough to overcome opposition to land use development. Finally, additional actions are needed to protect the existing stock of low-income housing in communities where it is at risk of converting to market rates as market-based rents continue to rise, which can result in displacement of low-income residents.

⁹⁰ For more information about the City of Los Angeles' expedited processing services see *Expedited Processing*. City of Los Angeles. Accessed May 2, 2022. <https://planning.lacity.org/development-services/expedited-processing>

⁹¹ City of San Francisco, Planning Department. Stonestown. Retrieved on May 12, 2022, from: [Stonestown | SF Planning](#)

Potential Actions:

- 13 • **The Legislature** could empower regions to develop housing finance authorities. For example, AB 1487⁹² created the Bay Area Housing Finance Authority which works to protect current residents from displacement, preserve existing affordable housing, and produce new housing. (See the section above on the “Latest SCS Strategies” for more information.)
- 14
3 • **State agencies** could support **local housing element** implementation by providing further technical assistance to support housing law interpretation and adding requirements in funding programs around using AFFH tools to identify where the SCS does and does not support future growth.
- 15 • **The Legislature and State agencies** could design policies that help protect new affordable housing and low-VMT projects from litigation by providing further protections around housing production and infill development.
 - State agencies could identify opportunities in existing and future funding programs to support where new housing is going in relation to RHNA sites and AFFH, as well as prevent displacement impacts. To support this, regional agencies could provide priority development area data to the State for tracking to allow analysis of how much housing development is occurring in each region’s priority development areas using permit data from the Annual Progress Report compiled by HCD.⁹³
- 16
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4 • **State agencies** could expand interagency work on anti-displacement policies via working group efforts to develop and strengthen policies that are consistent across agencies. The working group could incentivize **regional** and **local** agencies to create displacement avoidance plans and implement anti-displacement policies (e.g., rental and foreclosure assistance programs, tenant right to counsel, compensation for no-fault eviction for redevelopment, “just cause” evictions, condominium conversion restrictions, inclusionary zoning, and impact/linkage fees to support affordable housing) to be competitive for discretionary funding. For example, the Transformative Climate Communities program requires development of displacement avoidance plans.

TRANSPORTATION SYSTEM MANAGEMENT

Californians continue to drive alone as their primary mode of travel. Transit ridership is declining, and active transportation rates remain low. Managing the transportation assets that California has such that transit and active transportation modes become more convenient and affordable to use for everyday trips than a car will require additional tools and innovation.

⁹² AB 1487 (Chiu, Chapter 541, Statutes of 2015).

⁹³ For more information on the APR Dashboard Housing Element Open Data Project see *Annual Progress Reports – Data Dashboard and Downloads*. California Department of Housing and Community Development. Accessed May 2, 2022. <https://www.hcd.ca.gov/apr-data-dashboard-and-downloads>.

One of these additional tools will be transportation pricing.⁹⁴ The four largest MPOs have identified various transportation pricing tools in their SCSs as essential to meet the GHG emission reduction targets. However, further action is needed by the Legislature to authorize most transportation pricing strategies for implementation by 2030, as reflected in the SCS plans.

Another area of focus is in looking for opportunities to optimize and elevate the competitiveness of transit, biking, and walking through investments by all levels of government. Investments to improve the user experience – the convenience, reliability, and cost-competitiveness of alternative modes – are critical to shifting people's travel choices.

AUTHORIZE TRANSPORTATION PRICING

Challenge: Authorizing transportation pricing strategies is needed to promote more efficient use of cars and to improve transit and active transportation options. Pricing strategies present an opportunity to fund the transportation system in a more equitable and fiscally sustainable way than current funding sources, promote more efficient functioning of existing infrastructure, and fund new transportation options, especially for those who do not own a vehicle or do not drive. The Legislature has directed State agencies to study a California mileage charge through SB 1077⁹⁵ and regional agencies have sponsored studies to assess region-specific design and impacts. Additional work is needed to ensure that application, design, and fund management of these strategies supports the State's climate and equity goals. In particular, pricing strategies need to take into account the potential choices available for vulnerable populations to ensure they are not unduly impacted by these strategies.

Potential Actions:

- 17 • **State agencies** could complete the second planned mileage-based fee pilot project by no later than 2025.
- 18
7 • **The Legislature** could permit implementation of a suite of roadway pricing strategies in support of adopted SCSs. This could include: establishing fees for miles driven as an alternative to the gas tax and providing flexibility to reinvest revenues in sustainable transportation options such as transit, biking, and walking; authorizing **State** and **regional** agencies to implement regional congestion or managed lane conversion projects, with guardrails to protect against applications that may result in inducing travel; as well as authorizing regional and local agencies to implement cordon pricing around downtown centers and other key destinations.

⁹⁴ Pricing strategies take many forms and can include fees for miles driven, cordon fees for operating vehicles in designated areas, parking fees, fees on congestion impact of ride-hailing services, and dynamic fees on highway lanes and other strategic roads to manage congestion.

⁹⁵ SB 1077 (DeSaulnier, Chapter 835, Statutes of 2014).

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- **State agencies** could work in partnership with **regional** and **local** agencies to authorize different pricing mechanisms and provide guidance on pricing strategy implementation. This guidance could address: what pricing mechanisms are available; appropriate applications in urban, suburban, and rural contexts; options for how funds can be managed; how the revenue can be distributed to support transit and active transportation; and how to address equity concerns.

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- **State** and **regional** agencies could provide guidance and incentives to local jurisdictions to develop and manage parking with pricing strategies around high-density and transit-rich areas in urban regions.

OPTIMIZE THE TRANSIT EXPERIENCE

Challenge: The four largest MPO regions are increasing transit investment, but transit ridership has not been increasing, and a dramatic decline in transit use occurred across California due to the pandemic. Although projects in the pipeline may increase ridership once construction is completed, project timelines are lengthy. Additional actions by State, regional, and local agencies are needed to rethink, innovate, and increase funding to provide both capital improvements to the transportation system and operational and maintenance improvements to sustain new and existing services so that the user experience becomes convenient and cost-competitive to driving.

Potential Actions:

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- **State** and **regional** agencies could incentivize and support transit agencies to redesign their service networks to reflect changing land use patterns and innovate to better support the different service needs of both transit-dependent and choice riders, considering things like bus rapid transit, dedicated lanes, and transit signal priority. Transit agencies could continue to adapt services to optimize the transit experience for diversity of riders, considering differences in use by gender, race, and class. For example, Sacramento Regional Transit District updated services to improve frequency on fixed routes with highest ridership and offer new on-demand shuttle services to areas without service or previously served by inadequate or inefficient fixed-route service.⁹⁶

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- **The Legislature** could further support transit success by dedicating funding to transit projects that optimize the transit experience, improve connections between systems, and offer a convenient alternative to driving.

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- **State** and **regional** agencies could encourage transit agencies to adopt standardized transit fare structures and payment processes, and mobility

⁹⁶ For more information about Sacramento Regional Transit District's on-demand shuttle services see *SacRT SmaRT Ride – Shuttle Service that Comes to You*. Sacramento Regional Transit. Accessed May 3, 2022. <https://www.sacrt.com/apps/smart-ride/>

accounts that provide static and real-time data to support transit network updates responsive to community travel needs. For example, Caltrans has initiated the California Integrated Travel Project (Cal-ITP) aiming to make it easier to use public transportation by offering seamless trip planning and payment across modes and across services in California.⁹⁷

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- **The Legislature** could explore changes to the current Transportation Development Act requirements to support transit agency management decisions toward alignment with transit strategies in the SCSs.

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- **The Legislature** could incentivize **regional** and **local** agencies to design policies to make transit affordable for all who need to use it and to make it a cost-competitive and convenient option to driving for choice riders.
- Local agencies could require incorporation of design elements into development projects near transit stations and stops to help improve the transit user experience, such as: lighting, benches, shade structures, urban greening, signage, bicycle parking, and curb management.

TRANSPORTATION PLANNING AND INVESTMENTS

Many stakeholders reiterated several challenges with funding the transportation planning and projects that implement the SCS. Specifically, they cited the need for better alignment of Federal, State, and local transportation funding sources with State objectives around climate and equity in order to implement projects consistent with SCSs. There is also a need to provide dedicated, flexible, multi-year, capacity-building funding for programmatic and technical assistance efforts around pedestrian and bicyclist safety, public engagement, and behavior change.

ACCELERATE DELIVERY OF VMT-REDUCING PROJECTS

Challenge: Meeting the GHG emission reductions needed from SB 375 relies on funding VMT-reducing projects. This can be accelerated by a structural realignment of the **State’s framework** for planning and funding transportation to further prioritize investments in passenger rail, transit, active transportation, and building more sustainable communities.⁹⁸ Billions in funding for VMT-increasing projects are still found within RTPs (e.g., new general-purpose lanes, new managed lanes, interchanges, and new arterials and connector roads) as many transportation projects in the pipeline reflect priorities from earlier years and do not consider California’s

⁹⁷ For more information about the Caltrans Cal-ITP program see *California Integrated Travel Project (Cal-ITP)*. Caltrans. Accessed May 2, 2022. <https://dot.ca.gov/cal-itp/cal-itp-gtfs>.

⁹⁸ Governor Newsom’s EO N-19-19 and the subsequent development of the CAPTI call for this change and provide a general framework to achieve it, respectively. See CalSTA, “[Climate Action Plan for Transportation Infrastructure](#)”

current goals and priorities for VMT reduction.⁹⁹ Re-envisioning projects can be an opportunity to meet core needs in ways that align with State climate goals and do not increase VMT.

Potential Actions:

- 26 • **State agencies** have committed to working with stakeholders to reimagine roadway projects that increase VMT in the current pipeline of State transportation investments in a manner that addresses underlying access and connectivity needs while ensuring alignment with the State's climate and equity goals. This initiative should be prioritized.
- 27 • **State agencies** could accelerate efforts to implement the recommendations in the CAPTI in relation to planning and funding future transportation investments to support the State's VMT reduction goals, meet community needs, and prioritize needs of overburdened communities.
- 28 • **The Legislature** could explore providing additional funding to support mode shift to transit and active transportation. Examples of existing programs that are highly competitive and oversubscribed include Caltrans' ATP and LCTOP, as well as CARB's STEP.
- 13
7 • **Regional** and **local** agencies could prioritize transportation projects for funding based on how well they align with the State's VMT reduction goals and minimize the number of projects considered to be already committed and exempt from MPO efforts to prioritize projects for inclusion in the RTP based upon which projects best advance SCS implementation and regional goals.
- 29 • **The Legislature** could establish criteria related to emissions reductions and equity that transportation projects must meet in order to be funded by existing and new local transportation tax measures. To enhance transparency, the Legislature could also require agencies that administer these funds to estimate the GHG emission and VMT effects for each project and the financial impacts to low-income residents.
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8 • **State agencies** could support and incentivize **local** and **regional** agencies in implementing transportation quick build methods (i.e., utilizing portable materials to separate car lanes and cycletracks/pedestrian/transit ways and expediting lengthy approval processes) to expand bikeway, pedestrian, and bus rapid transit networks.¹⁰⁰

⁹⁹ Deakin, E.; Chow, C.; Son, D.; Handy, S.; Barbour, E.; Lee, A., et al. (2021). Evaluation of California State and Regional Transportation Plans and Their Prospects for Attaining State Goals. *UC Berkeley: Institute of Transportation Studies at UC Berkeley*. <http://dx.doi.org/10.7922/G2MP51KQ> Retrieved from <https://escholarship.org/uc/item/50j4b4r8>

¹⁰⁰ For more information on recent implementation of the quick build method in California see: https://www.calbike.org/our_initiatives/quick-build-bikeway-networks-for-safer-streets/

IMPROVE ACCESS TO FUNDING FOR HIGH MODE SHIFT PROJECTS

Challenge: Some discretionary transportation and climate grant programs could do more to prioritize projects with high mode-shift potential, which are necessary for successful SCS implementation. To implement these projects, regional and local agencies have taken on additional work to piecemeal different funding sources and pursue competitive and oversubscribed transportation and climate grant programs. Further support for funding programs that offer flexibility like CARB's STEP¹⁰¹ are needed. At the same time, stakeholders interviewed for this report indicated that competitive funding pursuits can be extremely challenging, especially for smaller jurisdictions with limited staffing resources.

Potential Actions:

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9 • **State agencies** could partner with **local** and **regional** agencies to reevaluate existing discretionary transportation and climate grant programs and update program guidelines to further prioritize projects with high mode-shift potential. Stakeholders identified the following priorities for discussion: elevating projects that meet multiple goals (citing CARB's clean transportation incentive programs as an example); optimizing flexible transit service to meet community needs in both urban and rural contexts; and closing gaps in the pedestrian and bicycle system.
- 32 • **State agencies** could streamline funding application processes and expand technical assistance offerings to regional and local agencies to make it easier to navigate State discretionary transportation and climate grant program opportunities.
- 33
16 • **State** and **regional** agencies could partner on developing technical assistance, grant writing support, and program implementation resources to serve under-resourced local jurisdictions seeking to implement transportation projects that align with the SCS. For example, SANDAG disseminates information through established forums with local members to share information about new State funding programs, which makes it less resource-intensive for local agencies to navigate on their own.
- 34 • **The Legislature** could establish durable and flexible funding streams to support implementation of transit and active transportation capital improvements and operations.

¹⁰¹ For more information on CARB's STEP see *Sustainable Transportation Equity Project (STEP)*. CARB. Accessed May 2, 2022. <https://ww2.arb.ca.gov/lcti-step>.

MOBILITY, SAFETY, HEALTH AND EQUITY

Traffic-related fatalities and serious injuries are a critical and preventable public health and equity issue. In 2017, California had a total of 3,582 fatal and 193,564 injury crashes.¹⁰² This is an average of 1.1 deaths per fatal crash.¹⁰³ Collisions are happening in every region and are happening to those who drive, walk, and bike. Of particular concern are vulnerable groups such as children and seniors. In 2017, children under the age of 15 accounted for 10.9 percent of pedestrian victims and 9.7 percent of bicycle victims that were killed and injured.¹⁰⁴ These tragic figures illustrate the crucial need to safely accommodate all modes and reduce speed limits to reduce the likelihood or severity of collisions. The multi-modal investments in regions' RTPs can make this possible and avoid future tragedies. Traffic-related fatalities and serious injuries have significant impacts on the lives of families, friends, colleagues, and communities. They also have economic and environmental impacts. Traffic collisions impact congestion, lead to emergency management costs and personal financial costs, property damage, and additional GHG emissions from bottlenecks. Increasing safety for pedestrians and bicyclists can make transit and active transportation more desirable, encouraging mode shift and reducing GHG emissions and VMT. Safety features can include a variety of interventions such as establishing slower vehicle speeds through traffic calming measures like speed humps, bulb-outs, chicanes, tighter turning radii; providing physically separated facilities such as through bike paths, transit lanes, and guardrails; establishing safe sight distances making vehicles, pedestrians and cyclists more visible; providing signal controls or stop-signs in heavily used intersections; speed cameras where appropriate; and more. Providing a safe transportation network is essential to meet our economic, housing, environmental, equity, and public health goals.

¹⁰² California Highway Patrol. *2017 Annual Report California: 2017 Annual Report of Fatal and Injury Motor Vehicle Traffic Crashes*. Undated. Available at:

<https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/2017%20ANNUAL%20REPORT%20CALIFORNIA.pdf>

¹⁰³ Ibid.

¹⁰⁴ Ibid.

PRIORITIZE COMMUNITY NEEDS

Challenge: SCS planning and implementation efforts need more robust community engagement to identify, measure, and prioritize transportation policy and project solutions that produce equitable outcomes. Community members and NGOs are essential partners in local and regional transportation planning and funding processes. Furthermore, situations where robust engagement has occurred, but the investments were not realized, erodes trust between communities and all levels of government. Additionally, investments in road-building projects that cut through communities or cut them off from other parts of town have created harmful impacts. It is important to engage communities in a meaningful way to identify community needs and then to prioritize those needs through project completion.

Potential Actions:

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17 • **State** and **regional** agencies could encourage more community representation in decision-making processes by reevaluating participation requirements on advisory boards and committees to allow the public and non-governmental organization representatives to advise more directly on transportation policy and project decision-making.
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18 • **State** and **regional** agencies could evaluate which communities have received more limited amounts of funds and then partner with community groups to develop strategies for addressing this.
- 37
19 • **State** and **regional** agencies could fund technical assistance to communities for pursuing funding for community-led plans and projects, especially for those identified through community-led transportation needs assessments. This could be accomplished through sustained funding to programs such as CARB's clean transportation incentive programs and the creation of new funding programs intended to fund community-led plans.
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20 • **State** agencies could develop mechanisms and funding programs to allow **local**, **regional**, and State agencies to compensate community partners and NGOs for time participating in planning and decision-making processes at the local, regional, and State levels.
- 39 • **State** agencies could further support development of community emission reduction plans under AB 617¹⁰⁵ to include land use and transportation strategies that support SCS implementation and help address the pollution burdens in identified communities.

¹⁰⁵ AB 617 (C. Garcia, Chapter 136, Statutes of 2017).

NEW MOBILITY AND ELECTRIC VEHICLES

Transit ridership declines demonstrate that public transit must evolve to better meet changing community needs. SCSs have started to include new mobility strategies that complement public transit, as well as investments in electric vehicle deployment.¹⁰⁶ While these innovations have great potential, clear standards and guidelines are essential to maximize and ensure broad access to their benefits, and importantly, to avoid risks that they could increase VMT. Especially in rural communities, where transportation options may be more limited, electric vehicles will also be an essential component of sustainable mobility.

SUPPORT NEW MOBILITY CONNECTIONS TO TRANSIT

Challenge: New mobility strategies offer the potential to complement public transit and improve access to regional opportunities, especially by serving first/last mile travel needs. However, the rapid pace of innovation for new mobility technology and autonomous vehicles without clear standards for operation and safety presents risks for early adoption of technologies in the public sector. Adoption of new mobility programs need dedicated funding beyond the pilot phase to serve as reliable transportation options.

Potential Actions:

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- State, regional, and local agencies could design, launch, and operate micromobility, rideshare, microtransit, and carsharing using statewide standardized data agreements, procurement through technology vendors, and partnerships with community-based organizations. For example, Caltrans' Cal-ITP has partnered with AMBAG, SBCAG, SACOG, and SCAG on a series of regional transit pilots to make it easier to use and pay for transit and collect high-quality mobility data to evaluate community benefits and inform design of further system enhancements (e.g., providing real time information to assist travelers in meeting their mobility needs).¹⁰⁷

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- State and regional agencies could further support clean travel solutions to better address community needs by reviewing and updating funding program guidelines to allow more flexibility for innovative and clean micromobility, rideshare, microtransit, ridehailing, and last-mile delivery services that are supportive of SCS strategies.

¹⁰⁶ New mobility services include shared-use mobility services, such as car-share, ride-hailing, and micromobility services; mobile phone-based services for trip planning, booking, and payment; and new travel technologies such as automated vehicles (AVs).

¹⁰⁷ For more information about the Caltrans Cal-ITP program see *A modern and consistent transportation experience throughout California*. Cal-ITP. Accessed May 2, 2022. <https://www.calitp.org>.

- 42 • **State** agencies could develop toolkits for regional and local agencies on how to design new mobility programs to maximize program benefits and establish consistent data collection and reporting agreements.
- 43 • **State agencies** could provide guidance regarding deployment of autonomous vehicles, such as safety and operation standards to protect the public, and to ensure they support climate and equity goals.

COORDINATE ELECTRIC VEHICLE INVESTMENTS AND INFRASTRUCTURE

Challenge: Nearly all SCSs include strategies for incentivizing electric vehicle (EV) infrastructure or vehicle purchases. However, implementation remains difficult since the strategies require new charging infrastructure, new technology for users to learn, and workforce skill development. It also requires ensuring that these reductions do not undercut SB 375's original intent to coordinate land use and transportation systems to reduce driving.

Potential Actions:

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12 • **State agencies** could encourage jointly planned and funded programs between **regional** and **local** agencies to achieve regional EV collaboration instead of having multiple EV programs in one region, each with their own funding needs.
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11 • **State agencies** in partnership with **regional** and **local** agencies could develop design standards for EV charging stations that help advance implementation of SCS strategies to increase EV infrastructure. Design standards can help expedite permitting approval timelines and implementation by making development less costly by addressing topics such as: siting and layout to accommodate all vehicle types; mapping and wayfinding signage to identify charging locations; and supportive infrastructure around charging stations (e.g., awnings, trash cans, etc.).
- 46 • **State agencies** could commit to working with utilities to increase resources dedicated to upgrading service in priority communities and to speed interconnections.
- 47
25
11 • **State agencies** in partnership with **regional** and **local** agencies could further support and expand outreach of existing workforce development programs

¹⁰⁸ Adopted in December 2018, the Innovative Clean Transit Regulation requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet and encourages them to provide innovative first- and last-mile connectivity and improved mobility for transit riders. This regulation also provides various exemptions and compliance options to provide safeguards and flexibility for transit agencies through this transition. For more information see: <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit>

supportive of EV infrastructure and maintenance in partnership with high schools, colleges, and universities to teach trade skills.

Continues Next Page

CALIFORNIA ENVIRONMENTAL QUALITY ACT & SB 743: PROJECT-LEVEL VMT

SB 375 includes CEQA provisions. These include streamlined review and analysis of residential or mixed-use projects consistent with the SCS; modified review and analysis through an expedited Sustainable Communities Environmental Assessment (SCEA) or for Transit Priority Projects (TPPs) that are consistent with the SCS; and a complete CEQA exemption for TPPs that are consistent with the SCS and meet a specific list of other requirements. CEQA benefits under SB 375 have had limited use, and new requirements to analyze VMT instead of LOS directed by SB 743 has been resource intensive for local and regional agencies to implement. During our interviews local and regional agencies called for support around CEQA streamlining and for support with SB 743 implementation. Further action is needed by State agencies and the Legislature to refine these tools in ways that support SCS implementation.

Improve CEQA Streamlining Benefits to Support Infill

Challenge: The existing CEQA benefits under SB 375 have very limited use as implementation costs outweigh this incentive. Most practitioners and stakeholders stated in discussions that SB 375 was not provided with strong implementation tools and many regions do not see the CEQA streamlining provisions in the law as a true incentive since it is complex to apply to specific projects. Although CEQA is not a primary barrier to infill housing relative to other challenges, further attention to any issues in its implementation can help iron out challenges.¹⁰⁹

Potential Actions:

- 48 • **State** or regional agencies could establish a new working group of experts to develop guidance for local agencies on how to incorporate land use-specific performance standards as part of municipal codes to streamline the CEQA review process. Developing code requirements instead of mitigation on a project-by-project basis streamlines project development and ensures development commitments are made upfront.
- 49 • **The Legislature** could improve CEQA streamlining opportunities for infill development by improving exemptions for projects that support GHG emission and VMT reductions. New CEQA streamlining could consider project location, density, affordability, floor area ratios, parking availability, mode shift, and other relevant factors.
- 50 • **State** and regional agencies could provide more resources, technical assistance, and guidance to locals on SB 375 CEQA provisions. For example, SACOG

¹⁰⁹ O'Neill, Moira and Biber, Eric and Gualco-Nelson, Giulia and Marantz, Nicholas and Marantz, Nicholas. (September 18, 2021). *Examining Entitlement in California to Inform Policy and Process: Advancing Social Equity in Housing Development Patterns*. Available at SSRN: <https://ssrn.com/abstract=3956250>

provides resources and worksheets to help CEQA lead agencies determine if SB 375 CEQA streamlining is applicable, appropriate, and how to approach it.¹¹⁰

Provide Support for SB 743 Implementation

Challenge: SB 743 transitioned environmental analysis away from LOS to VMT. However, it has been resource-intensive for local agencies to navigate and implement individually. VMT mitigation strategies are project-dependent and often designed independently of the region's SCS leaving the fundamental connection between regional and local transportation and land use strategies unaddressed.

Potential Actions:

- **State** and **regional** agencies could provide further guidance around how SB 743 thresholds and mitigation measures connect to and support SCS implementation, as well as develop more off-the-shelf resources (e.g., templates, guidance, and tools) for lead agencies to use in implementing and complying with SB 743. Currently, each lead agency is individually developing thresholds, which has been resource-intensive, especially for smaller and mid-size jurisdictions.
- **State** agencies could establish guidance for regional and local agencies on how to administer SB 743 mitigation banking or exchanges and how revenue should be spent to support SCS implementation such as for transit and active transportation projects.

¹¹⁰ Sacramento Area Council of Governments. SB 375 CEQA Streamlining. [SB 375 CEQA Streamlining - Sacramento Area Council of Governments \(sacog.org\)](#) Accessed May 12, 2022.

CONCLUSION

SB 375 has been an important tool to coordinate regional land use and transportation planning; however, it is incomplete. SB 375 establishes requirements for regional planning, which is only one element of the institutional and policy framework that affects how communities are planned and built and how people move around. Several attempts have been made to amend the SB 375 law.¹¹¹ To date, none has passed. Although such bills have generally been thoughtful efforts to strengthen SB 375, further challenges may have remained even had they passed, because no matter how robust, regional plans alone cannot reduce emissions.

Fulfilling SB 375 requires a stronger focus on implementation. Authorizing and funding strategies in the most recently adopted SCSs and using SCS planning assumptions to shape future growth are important opportunities to produce the sustainable development patterns and transportation systems California needs to meet the State's new carbon neutrality goals and to advancing equity. Although we are seeing some progress, the current toolbox is insufficient to fully implement the strategies needed to get to our goals. By authorizing and creating the tools we need, we can expand progress in this area before time runs out.¹¹²

¹¹¹ SB 526, 2019-2020 Reg. Sess. (Cal. 2019) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB526; SB 1363, 2019-2020 Reg. Sess. (Cal. 2020) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB1363; AB 1147, 2021-2022 Reg. Sess. (Cal. 2021) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1147; SB 261, 2021-2022 Reg. Sess. (Cal. 2021) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB261; SB 475, 2021-2022 Reg. Sess. (Cal. 2021) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB475

¹¹² <https://www.ipcc.ch/report/ar6/wg2/>



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- Alameda County
Transportation Commission*
- Contra Costa
Transportation Authority*
- Fresno County
Transportation Authority*
- Imperial County
Transportation Commission*
- Los Angeles County
Metropolitan Transportation
Authority*
- Madera County
Transportation Commission*
- Transportation Authority
Of Marin*
- Merced County Association of
Governments*
- Transportation Agency for
Monterey County*
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Authority*
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- Stanislaus Council of
Governments*
- Tulare County
Association of Governments*

June 3, 2024

Senator Cortese, Chair
Senate Transportation Committee
State Capitol RM 405
Sacramento, CA 95814

RE: OPPOSE AB 6

Dear Senator Cortese:

The Self-Help County Coalition (SHCC) member agencies fund California’s transportation infrastructure by approving a 1/2-cent sales tax by a 2/3 voter margin. There are currently 25 SHCC in California, representing 85 percent of the population or roughly 35 million people. The SHCC member agencies generate, on average, over \$6 billion annually to fund transportation projects throughout the State, creating tens of thousands of jobs while delivering multi modal infrastructure projects approved by the voting public.

We are disappointed that after six months of sitting in the Senate, AB 6 has just recently been amended and scheduled for a hearing. The current amendments do nothing to move the discussion forward from where the bill was at the start of the year..

As amended AB 6 would transfer a VETO authority to the California Air Resources Board (CARB) over a regional transportation plan. CARB is not a planning agency and is unfamiliar with the complexities of transportation planning, management, and development.

Furthermore, we note that there already exists a robust consultative process in place with CARB, metropolitan planning organization (MPO’s) and regional transportation planning agencies to develop appropriate transportation plans for our regions throughout the State allowing each agency to participate and add their particular expertise to the process.

AB 6’s requirement for MPO’s to seek approval from CARB for their technical methodology is unrealistic and increases the likelihood of major delays, cost increases and bureaucratic challenges to delivering multi modal infrastructure solutions for Californians.

Again, the current system, which encourages collaboration and partnership with CARB, MPO’s and local transportation agencies, has proven effective in making progress toward the states’ emissions reduction goals.

The complexities of transportation planning, management, and development is best left to the experts at our MPO’s. We ask you to vote NO on AB 6

Keith N. Dunn
Executive Director



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 4-E

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Sustainable Community Strategy Consistency – Community Driven Planning: Expanding Clean Mobility Access in San Joaquin Valley

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Commission (MCTC) has prepared a letter of Sustainable Community Strategy Consistency in support of the California Air Resources Board (CARB) STEP Planning Project entitled Community Driven Planning: Expanding Clean Mobility Access in San Joaquin Valley. Each component included in this project furthers the goals of the 2022 Madera County Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS).

Specifically, the project contributes to implementing these specific strategies if an underserved community in Madera County is recruited to participate in this project:

- **Healthy Communities and Environmental Justice:** The STEP planning project will supplement efforts by local agencies to expand access to essential services and opportunities to residents in underserved communities. The targeted in-depth engagement activities proposed in the STEP planning project will explore and evaluate community support and the viability of new shared mobility services. The shared mobility alternative will focus on electric and active travel projects that reduce air pollution impacts in underserved communities. The final community plan will lay the groundwork for applying for funds to implement high-priority projects in underserved communities.
- **Transit, Active Transportation, and ZEV Infrastructure:** The STEP planning project will support transit, active travel, and ZEV infrastructure. The project will evaluate shared mobility alternatives that expand the reach of existing and proposed transit projects and capitalize on investments in mobility hubs and improved bicycle facilities. The shared mobility alternatives will include electric vehicle carsharing, which would introduce new electric charging infrastructure if implemented.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

559.675.0721 • maderactc.org

June 4, 2024

Adalina Paez
Air Pollution Specialist
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Subject: Sustainable Community Strategy Consistency – **Community Driven Planning: Expanding Clean Mobility Access in San Joaquin Valley**

Dear Adalina Paez:

On behalf of the Madera County Transportation Commission (MCTC), I am pleased to support the CARB STEP Planning Project entitled Community Driven Planning: Expanding Clean Mobility Access in San Joaquin Valley (STEP planning project, hereafter). Each component included in this project furthers the goals of the 2022 Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS). Specifically, the project contributes to implementing these specific strategies if an underserved community in Madera County is recruited to participate in this project:

- **Healthy Communities and Environmental Justice:** The STEP planning project will supplement efforts by local agencies to expand access to essential services and opportunities to residents in underserved communities. The targeted in-depth engagement activities proposed in the STEP planning project will explore and evaluate community support and the viability of new shared mobility services. The shared mobility alternative will focus on electric and active travel projects that reduce air pollution impacts in underserved communities. The final community plan will lay the groundwork for applying for funds to implement high-priority projects in underserved communities.
- **Transit, Active Transportation, and ZEV Infrastructure:** The STEP planning project will support transit, active travel, and ZEV infrastructure. The project will evaluate shared mobility alternatives that expand the reach of existing and proposed transit projects and capitalize on investments in mobility hubs and improved bicycle facilities. The shared mobility alternatives will include electric vehicle carsharing, which would introduce new electric charging infrastructure if implemented.

The STEP planning project helps advance the community driven goals identified in Madera County's 2022 RTP/SCS. Furthermore, we are encouraged by the project also being able to help implement strategies identified in the Madera County Zero-Emission Vehicle Readiness and Implementation Plan, the Madera County Active Transportation Plan, the Madera County Coordinated Public Transit and Human Services Transportation Plan, and the Madera County Short-Range Transit Development Plan.

MEMBER AGENCIES: City of Madera, City of Chowchilla, Madera County

If you have additional questions or need further information, please contact Dylan Stone at (559) 675-0721 or by email at dylan@maderactc.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat Taylor', with a long horizontal flourish extending to the right.

Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 4-F
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Support Letter for Joint Legislative Budget Plan Proposal for Regional Early Action Planning Grants of 2021 (REAP 2.0)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Association of Council of Governments (CALCOG) submitted a joint letter with member agencies, including MCTC that supports the \$250 million restoration of the Regional Early Action Planning Grant (REAP 2.0) included in the Joint Legislative Budget Plan. The coalition includes all 18 Metropolitan Planning Organizations (MPOs) that are the designated recipients of 70 percent of the REAP 2.0 funds, as well as other partnering agencies, which will be involved in the selection and implementation of the program's "transformative" projects.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



TRANSMITTED ELECTRONICALLY

The Honorable Gavin Newsom
 Governor, State of California
 1021 O Street, Suite 900
 Sacramento, CA 95814

June 7, 2024

Re: Support Joint Legislative Budget Plan Proposal for Regional Early Action Planning Grants of 2021 (REAP 2.0)

Dear Governor Newsom,

The undersigned organizations respectfully urge your support for the \$250 million restoration of the Regional Early Action Planning Grant (REAP 2.0) included in the Joint Legislative Budget Plan. Our coalition includes all 18 Metropolitan Planning Organizations (MPOs) that are the designated recipients of 70 percent of the REAP 2.0 funds, as well as other partnering agencies, which will be involved in the selection and implementation of the program's "transformative" projects.

There are two reasons REAP 2.0 deserves special consideration despite the current budget circumstances. First, much of the funding has already been awarded on projects that have started. Second, this program sits at an important nexus of achieving both the state's affordable housing and climate goals.

As such, any additional cuts to the program beyond the legislature's proposed \$50 million cut will have many unintended consequences. Below we have outlined these issues in more detail:

- **Funding is Already Obligated and Projects are Underway.** REAP 2.0 is a reimbursement-based program that was created nearly three years ago. While it may appear that funds are not needed because they have not yet been spent, a substantial amount of preparatory work has gone into implementing this innovative program and much of the funding has already been committed to local partners. Contractually obligated work was started on the promise of being reimbursed. Additionally, MPOs have already begun negotiating and executing contracts to implement transformative climate and housing investments, work that would potentially need to be rescopeed or cancelled, harming relationships with existing contractors and community partners and eroding trust in MPOs and the State as reliable business partners. Additionally, MPOs have already spent substantial staff time, and in many instances have hired new staff, to deeply engage with communities, develop proposals, work with HCD to ensure proposed uses meet the goals of the program, and initiate projects to meet aggressive implementation timelines.
- **Funding for Implementation of SB 375 Sustainable Communities Strategies.** MPOs in California are required to develop Sustainable Communities Strategies that meet greenhouse gas reduction targets through regional plans that connect transportation and land use. REAP 2.0 funding is the first state funding that affords MPOs discretion to provide early funding on transformative projects that can accelerate state housing and climate goals. MPOs receive state and federal funding for transportation projects but REAP 2.0 funding is unique by funding MPOs to advance infill and affordable housing projects in locations that will maximize greenhouse gas reductions.
- **Keep Affordable and Infill Housing Projects On Track.** Restoration of this funding supports, at a minimum, 5,600 housing units and in many cases is supporting programs that will continue to provide loans for future housing units. The majority of REAP 2.0 funding will go directly to building more housing units, supportive infrastructure investments (e.g., necessary sewer, water, and utility upgrades) that will unlock sites for future housing developments, and/or innovative financing strategies such as housing trusts.

For these reasons, we urge you to support the REAP 2.0 funding restored in the Joint Legislative Budget Plan. Please contact Bill Higgins, Executive Director of the California Association of Councils of Governments (bhiggins@calcog.org or (916) 717-8324) if you have any questions or if we can be of any assistance.

Sincerely,



Bill Higgins
Executive Director
California Association of Councils of Governments



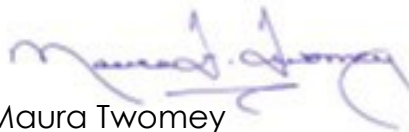
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Executive Director
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Fresno Council of Governments



Maura Twomey
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Marisa Creter
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Andrew Fremier
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Pete Rodgers
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San Luis Obispo Council of
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Stacie Guzman
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Sacramento Area Council of
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James Cameron
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Sonoma County Transportation
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Kome Ajise
Executive Director
Southern California Association of
Governments



Ted Smalley
Executive Director
Tulare County Association of
Governments



Julie Regan
Executive Director
Tahoe Regional Planning Agency



Martin Erickson
Executive Director
Ventura County Transportation
Commission



Sonya Kay Blake
President & CEO
The Valley Economic Alliance



Chris Barajas
Chairman, Western Riverside Council of
Governments
Councilman for the City of Jurupa
Valley



Craig Perkins
President & Executive Director
The Energy Coalition



Stephanie Wiggins
Executive Director
Los Angeles County Metropolitan
Transportation Authority

cc:

Senate Pro Tempore Mike McGuire
Assembly Speaker Robert Rivas
Senator Scott Weiner, Chair, Senate Budget Committee
Assemblymember Jesse Gabriel, Chair, Assembly Budget Committee
Senator Steve Padilla, Chair, Budget Subcommittee No. 4
Assemblymember Sharon Quirk-Silva, Chair, Budget Subcommittee No. 5



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 5-A

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Public Hearing: DRAFT 2025 Federal Transportation Improvement Program (FTIP), Draft 2022 Regional Transportation Plan Amendment 2, and DRAFT Corresponding Conformity Analysis

Enclosure: Yes

Action: Conduct Public Hearing

SUMMARY:

Madera County Transportation Commission (MCTC) staff released the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan (2022 RTP) Amendment 2, and Draft Corresponding Conformity Analysis for public review on Monday, May 20, 2024.

The 2025 FTIP is a near-term listing of capital improvement and operational expenditures utilizing State and Federal funds for transportation projects in Madera County during the next four years.

The 2022 RTP Amendment 2 will update project and financial lists.

The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter.

The public review and comment period for each of the documents listed above are 30 days, commencing on May 20, 2024, and ending on June 19, 2024.

A public hearing will be held on June 19, 2024, at 3:00 p.m. during the June MCTC Policy Board Meeting. Public comments are welcomed at the hearing or may be submitted in writing by 5:00 p.m. by the indicated date.

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

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled board meeting to be held on July 17, 2024. The documents will then be submitted to State and Federal agencies for public review and approval.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

DATE: May 20, 2024

TO: Interagency Consultation Partners and Public

FROM: Jeff Findley, Principal Regional Planner

RE: Availability of Draft 2025 FTIP, Draft 2022 RTP Amendment 2, and Draft Corresponding Conformity Analysis for Interagency Consultation and Public Review

The Madera County Transportation Commission (MCTC) is proposing a Draft 2025 Federal Transportation Improvement Program, Draft 2022 Regional Transportation Plan Amendment 2 (2022 RTP Amendment 2), and the Corresponding Conformity Analysis. Associated documentation is attached as indicated below.

- 2025 FTIP: Attachment 1 includes the 2025 FTIP, which is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- 2022 RTP Amendment 2: Attachment 2 includes a summary of programming changes to the 2022 RTP and corresponding financial table updates. Draft Amendment 2 is necessary to update project and financial lists. The amendment changes are consistent with the design concept and scope or schedule of existing regionally significant projects, and does not change the time frame of the transportation plan.
- Conformity Requirements: Attachment 3 includes the Draft Conformity Analysis, which supports a finding that the 2025 FTIP and 2022 RTP, meet air quality conformity requirements for ozone and particulate matter. The Conformity Analysis Documentation Checklist is included as Appendix A of the document.
- Public Involvement: Attachment 4 includes the Draft Public Notice and Adoption Resolution.

The public review and comment period is open for 30 days commencing on May 20, 2024, and ending on June 19, 2024. A public hearing will be held on June 19, 2024, at 3:00 p.m.; comments are due by 5 p.m. on June 19, 2024. These documents can also be viewed on the [MCTC Website](#).

The MCTC Policy Board will consider the adoption of the 2025 FTIP, 2022 RTP Amendment 2, and corresponding Conformity Analysis on July 17, 2024, at 3:00 p.m. The meeting will be at the address noted above.

In conclusion, the Draft 2025 FTIP, Draft 2022 RTP Amendment 2, and corresponding Conformity Analysis meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conform to the applicable SIPs. If you have any questions or would like to submit comments, please contact:

Draft 2025 FTIP

Jeff Findley, Principal Regional Planner
(559) 675-0721, Ext. 4
jeff@maderactc.org

Draft 2022 RTP Amendment 2, Conformity Analysis

Dylan Stone, Principal Regional Planner
(559) 675-0721, Ext. 3
dylan@maderactc.org

ATTACHMENT 1

Draft 2025 FTIP

<https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

ATTACHMENT 2

2022 RTP AMENDMENT 2

<https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

ATTACHMENT 3

Draft 2025 FTIP CONFORMITY ANALYSIS

**DRAFT CONFORMITY ANALYSIS
FOR THE 2025 FEDERAL TRANSPORTATION IMPROVEMENT
AND THE 2022 REGIONAL TRANSPORTATION PLAN
AMENDMENT 2**

MAY 20, 2024

MADERA COUNTY TRANSPORTATION COMMISSION

This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of Madera County Transportation Commission expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

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EXECUTIVE SUMMARY

This report presents the Draft Conformity Analysis for the 2025 Federal Transportation Improvement Program (2025 FTIP) and the 2022 Regional Transportation Plan Amendment 2 (2022 RTP Amendment 2). The Madera County Transportation Commission (MCTC) is the designated Metropolitan Planning Organization (MPO) in Madera County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2025 FTIP and the 2022 RTP Amendment 2; a finding of conformity is therefore supported. The 2025 FTIP, the 2022 RTP Amendment 2, and the corresponding Conformity Analysis were approved by the MCTC Policy Board on July 17, 2024. Federal approval is anticipated on or before December 31, 2024. FHWA/FTA last issued a finding of conformity for the 2023 FTIP and the 2022 RTP, as amended if applicable, on December 16, 2022.

The 2025 FTIP and the 2022 RTP Amendment 2 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate

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matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for Madera County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses for the TIP and RTP no longer include a CO conformity demonstration.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) 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;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1

summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2 are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2025 FTIP and the 2022 RTP Amendment 2 all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2025 FTIP and the 2022 RTP Amendment 2 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*.
- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment 2 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.
- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment 2 for the analysis years are projected to be less than the approved emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment 2 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment 2 for the analysis years are either (1) projected to be less than the approved

emission budgets, or (2) less than the emission budgets using the approved PM_{2.5} and NO_x trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards (2018 PM_{2.5} Plan)* for 2012 PM_{2.5} moderate area requirements.

The 2025 FTIP and the 2022 RTP Amendment 2 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2025 FTIP, the 2022 RTP Amendment 2, and the corresponding Conformity Analysis on June 19, 2024. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for this Conformity Analysis.

MCTC is the designated Metropolitan Planning Organization (MPO) for Madera County in the San Joaquin Valley. As a result of this designation MCTC prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year (FY 2024/25 – 2027/28) programming document for the preservation, expansion, and management of the transportation system. The 2022 RTP has a 2046 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

“Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.”

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM_{2.5} national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM_{2.5} and PM₁₀ and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM_{2.5} standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 “multi-jurisdictional” guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM_{2.5}, the Transportation Conformity Rule – PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs if all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore, EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for

making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2021 for conformity use on November 15, 2022, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. EMFAC2021 will be used in this conformity analysis as documented in Chapter 3.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, their amendments, and corresponding conformity determinations are prepared by each MPO. Copies of the draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. MCTC adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

MCTC is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2 includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM_{2.5}:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 PM_{2.5} Plan and portions of the 2018 PM_{2.5} Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).
- The 2018 PM_{2.5} Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM_{2.5} standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM_{2.5} nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM_{2.5} Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM_{2.5} Plan portion dealing with the 1997 24-hour PM_{2.5} standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM_{2.5} budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM_{2.5} Plan portions dealing with 2012 serious PM_{2.5} standards on October 27, 2022; therefore, moderate area budgets continue to apply.

EPA’s March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA’s 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant “anti-backsliding” requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO’s 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018, EPA published final designations classifying the San Joaquin Valley as “extreme” nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM_{2.5} NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

EPA’s nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles*. According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or

the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "...if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan*. The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NO_x) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for this conformity analysis, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan*.

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The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2025 FTIP and the 2022 RTP Amendment 2.

**Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets**
(summer tons/day)

County	2020		2023		2026		2029		2031	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	6.7	23.9	5.5	14.1	4.9	13.2	4.5	12.4	4.2	12.1
Kern (SJV)	5.4	20.9	4.5	14.5	4.2	14.4	4.0	14.3	3.9	14.3
Kings	1.2	4.5	1.0	2.7	0.9	2.6	0.8	2.6	0.8	2.6
Madera	1.5	4.3	1.1	2.7	1.0	2.5	0.9	2.4	0.8	2.3
Merced	2.2	8.8	1.7	6.0	1.5	5.9	1.3	5.6	1.2	5.4
San Joaquin	4.7	11.2	3.9	7.4	3.5	7.0	3.1	6.6	2.8	6.3
Stanislaus	3.1	8.8	2.6	5.6	2.2	4.9	2.0	4.5	1.8	4.3
Tulare	3.0	7.6	2.4	4.6	2.1	4.0	1.8	3.7	1.7	3.5

^(a) Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NO_x, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided in Table 1-2 below and will be used to compare emissions for each analysis year resulting from 2025 FTIP and 2022 RTP Amendment 2.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM-10 and NO_x to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x

emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

**Table 1-2:
On-Road Motor Vehicle PM-10 Emissions Budgets**
(tons per average annual day)

County	2020 ^(b)	
	PM-10	NOx
Fresno	7.0	25.4
Kern ^(a)	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

^(a)Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.

^(b)Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5

standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM_{2.5} nonattainment on November 26, 2021, CARB has submitted the 2021 revision to the 2018 PM_{2.5} Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the 1997 annual PM_{2.5} budgets adequate, effective February 25, 2022. On December 14, 2023, EPA issued final approval of the remaining 1997 annual PM_{2.5} Plan elements (except for the contingency measures), including conformity budgets and the trading mechanism.

1997 (24-hour and annual) Standards

The 2018 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The applicable conformity budgets are provided in Table 1-3 for the 1997 annual and 24-hour PM_{2.5} standards and will be used to compare emissions resulting from the 2025 FTIP and the 2022 RTP Amendment 2.

**Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) PM_{2.5} Standard Emissions Budgets
(tons per average annual day)**

County	2020		2023	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM_{2.5} with a portion of the applicable corresponding budget for NO_x and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the 2018 PM_{2.5} SIP. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x emission reductions available to supplement the PM_{2.5} budget shall only be those remaining after the NO_x

budget has been met. The trading mechanism for the 24-hour and annual PM_{2.5} was approved by EPA on January 28, 2022, and December 14, 2023, respectively.

2012 Annual PM_{2.5} Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM_{2.5} standard contained in the 2016 Moderate Area PM_{2.5} Plan and portions of the 2018 PM_{2.5} plan that pertain to the moderate requirements for the 2012 PM_{2.5} standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM_{2.5} serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM_{2.5} Plan portions dealing with the serious 2012 PM_{2.5} standard on October 27, 2022. Until the new 2012 serious area PM_{2.5} standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM_{2.5} standard using budgets established in the 2018 PM_{2.5} Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-4 will be used to compare emissions resulting from 2025 FTIP and 2022 RTP Amendment 2.

**Table 1-4:
On-Road Motor Vehicle 2012 (annual) PM_{2.5} Standard Emissions Budgets (Moderate)**
(tons per average annual day)

County	2022	
	PM _{2.5}	NO _x
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM_{2.5} with a portion of the applicable corresponding budget for NO_x and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the 2018 PM_{2.5} SIP.

2006 24-Hour PM_{2.5} Standard

The 2018 PM_{2.5} Plan addressing 1997, 2006 and 2012 PM_{2.5} standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM_{2.5} Plan, including the 2006 PM_{2.5} conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM_{2.5} standard serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2025 FTIP and 2022 RTP Amendment 2 incorporates new transportation conformity budgets and the new attainment year of 2024 for 2006 24-hour PM_{2.5} standards.

The 2018 PM_{2.5} Plan for the 2006 PM_{2.5} standard contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-5 below and will be used to compare emissions resulting from the 2025 FTIP and the 2022 RTP Amendment 2.

Table 1-5
On-Road Motor Vehicle 2006 24-Hour PM_{2.5} Standard Emissions Budgets
(tons per average winter day)

County	2020		2023		2024	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x	PM _{2.5}	NO _x
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM_{2.5} with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the PM_{2.5} SIP.

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets, unless its outside of the timeframe for the conformity analysis.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-6 below provides a summary of conformity analysis years that apply to this conformity analysis.

**Table 1-6:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2020/2023/2026/2029	2031/2037 ²	2025	2046
PM-10	NA	2020	2025/2029/2037	2046
1997 24-hour PM2.5	NA	2020	2025/2029/2037	2046
1997 Annual PM2.5	NA	2023	2025/2029/2037	2046
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025 ³	2029/2037	2046
2006 24-hour PM2.5	2020/2023	2024	2031/2037	2046

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2023), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.

²2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

³2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the attainment year for the serious 2012 PM2.5 standard.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022) and issues final approval

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inclusive of the trading mechanism on December 14, 2023. The attainment year is not in the timeframe of this conformity analysis.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM_{2.5} standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM_{2.5} Plan. Final rule on 2018 PM_{2.5} SIP sections that pertain to 2006 24-hour PM_{2.5} standard Serious area nonattainment was released on July 22, 2020. The attainment year is not in the timeframe of this conformity analysis.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM_{2.5} Plan, portions of the 2018 PM_{2.5} SIP pertaining to moderate nonattainment of the 2012 PM_{2.5} standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM_{2.5} Plan includes serious area budgets for the 2012 PM_{2.5} standards with an attainment deadline of 2025; therefore, the attainment year 2025 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial emissions modeling began in March of 2024.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The MCTC uses the CUBE transportation model. The model was validated in 2020 for the 2018 base year. The latest planning assumptions used in the transportation model validation and this Conformity Analysis is summarized in Table 2-1.

**Table 2-1:
Summary of Latest Planning Assumptions for the MCTC Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year:2018 Projections: 2022-2046 The MCTC policy board accepted population projections published in July of 2021 by the DOF..	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	New data from the DOF is expected to be adopted by MCTC policy board in 2026.
Employment	Base Year: 2018 Projections: 2022-2046 The MCTC does not develop or adopt employment projections. However, employment data is based on the California Department of Finance and Bureau of Labor Statistics data.	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	New data from the California Department of Finance and Bureau of Labor Statistics is expected to be adopted by MCTC policy board in 2026.
Traffic Counts	Traffic data for validation representing the 2018 base validation year were obtained from the MCTC Traffic Counts Program, the cities of Madera and Chowchilla, Madera County and Caltrans.	CUBE was validated using these traffic counts.	Traffic counts are updated every year if funds are available.
Vehicle Miles of Travel	The MCTC policy Board accepted the 2018 transportation model validation for the 2018 base year in September of 2020.	CUBE is the transportation model used to estimate VMT in Madera County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	Transportation model 2018 base year was validated using survey data on free flow speeds and common speed flow curves. Speed distributions were updated in EMFAC2021 using methodology approved by ARB and with information from the transportation model.	CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC2021	A speed study will be conducted every five years if adequate funds are available.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

The 2018 model base year county totals of households (HH), population (POP), and employment (EMP) were obtained using California Department of Finance and Bureau of Labor Statistics data.

The DOF Projections were used to develop the projections related to household and employment growth. The population and housing forecasts are listed in Table 2-2. The employment totals for each forecast year were estimated using the ratio of employment from the 2018 base year inventory. Land use and socioeconomic data at the zonal level are used for determining trip generation in the traffic model. Socio economic data at the Traffic Analysis Zones (TAZ) level were developed based on historic trends and planned development activity in consultation with the local agency representatives of the MCTC Technical Advisory Committee.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the CUBE traffic modeling software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-

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specific roadway traffic volumes. Each MPO model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the MCTC transportation modeling methodology meets those requirements.

The Madera County travel model is a conventional travel demand forecasting model that is similar in structure to most other current area-wide models used for traffic forecasting. It uses land use, socioeconomic, and road network data to estimate travel patterns, roadway traffic volumes and performance measures.

The study area for the Madera County travel model covers all of Madera County. The county is divided into approximately 705 TAZs. Other travel to and from Madera County is represented by 16 gateway zones at major road crossings of the county line.

The travel demand model land use inputs (socioeconomic data) are aggregated by TAZ. Population related inputs include numbers of housing units stratified by 10 types. Employment-related inputs include employment by 21 employment categories. There are additional inputs possible for “special generators,” which would primarily be recreational users. Land uses outside of Madera County are represented by existing and projected traffic counts on the gateway roads at the county line.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The 2018 Madera County travel model was validated by comparing its estimates of year 2018 traffic volumes with approximately 85 traffic counts from years 2015 to 2018. The validation is compared to standard criteria for replicating total traffic volumes on various road types and for percent error on links.

Count sources utilized include FY 2018 Hourly Counts, Historical AADT (2004-2018) (overlapped with FY 2018 Hourly Counts), FY 2017 AADT (HPMS), FY 2015 AADT (HPMS), 2018 AADT (PeMS), Caltrans 2017 AADT, and the Madera Traffic Monitoring Program Counts.

The modeled to observed count ratio for the 2018 base year was -3.8%, within the +/-5% threshold.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

The MCTC traffic model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the peak hour and off-peak travel speeds used throughout the traffic model process.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

The current version of the Madera County model has validated transit assignment based on local transit ridership data. A new transit network consists of Madera County Connection (MCC) and Madera Area Express (MAX), and Amtrak rail service fixed routes.

Since a transit trip can be counted as more than one boarding if one or more transfers are made on the route. Total daily transit trips were estimated by dividing ridership by (1+ average number of transfers). Three different daily transit trips were estimated using different average number of transfers assumptions, as a reference.

Due to the low Amtrak ridership and the fact that most of the trips are IX/XI trips, it was determined that rail trips would be better handled using off-model processes. The transit skimming and mode choice and transit assignment models were modified to include bus mode only.

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A transit assignment model was added to produce transit ridership forecasts. A reasonableness check of transit assignment results was conducted by comparing to ridership data.

Since the Amtrak daily ridership is very low and they represent only IX/XI trips, it was determined a better way of modeling Amtrak trips was via an off-model procedure similar to external and truck trip tables.

The current version of the Madera County model has estimates transit travel times based on service frequency and auto times. Bus travel coded on to the transit network.

Average wait times for bus trips are estimated as one-half of the maximum of the transit frequencies at the origin and destination of each trip. For example, if a particular trip has 70-minute service at the origin end and 35-minute service at the destination end, the average wait time will be estimated as one half of 70 minutes (the maximum of 70 and 35) or 35 minutes average wait time.

The mode choice model extends the definition of “mode” beyond the basic auto and transit options. In the Madera County model, both 2-person and 3+-person autos are predicted separately so as to retain the capability of analyzing 2-person vs. 3-person minimum carpool occupancy policies for HOV lanes. The model also predicts “walk access” to transit separately from “drive access” to better represent the tradeoffs between access modes, and to provide a clearer analysis of passenger facility usage and requirements at transit stations for walk, feeder bus, park/ride and kiss/ride transit access options. In all, the mode choice model predicts the following seven modes:

1. Drive Alone (DA)
2. 2-Person vehicle (SR2)
3. 3+-Person vehicle (SR3)
4. Walk to transit (TW)
5. Drive to transit (TD)
6. Bicycle (BK)
7. Walk (WK)

This set of alternative modes permits analysis of the trade-offs that will occur with a wide range of transportation projects or policies.

The Madera County model performs mode choice calculations separately for eight trip purposes not including the three truck trip purposes), three household categories and two time periods:

Trip Purposes

1. Home-Work
2. Home-Shop
3. Home-K12
4. Home-College
5. Home-Other
6. Work-Other
7. Other-Other
8. Highway Commercial

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Household Categories

1. Zero Auto Households
2. One Auto Households
3. Two-Plus Auto Households

Time Periods

1. Peak Transit Service (3-hour A.M. and 3-hour P.M. periods)
2. Off-Peak Transit Service (All other 18 hours)

Each of the household categories has a different likelihood of using transit and therefore model constants are estimated separately for each category.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

With updated input data and revised model scripts, the non-highway assignment portions of the 2018 MCTC model were re-calibrated/re-validated based on targets generated from 2010 Census and 2012 CHTS data. The tables below indicate trip generation, person trips per household, mode split by purpose, trip purpose by mode, VMT, transit, and travel time.

Trip Generation - PA Balance						
Trip Purpose	Evaluation Criterion	Productions	Attractions	P/A Ratio	Difference	Percent Difference
HBW	+/- 10%	126,756	125,028	1.01	-1,728	-1.4%
HBS	+/- 10%	76,986	79,651	0.97	2,664	3.5%
HBO	+/- 10%	252,815	237,610	1.06	-15,205	-6.0%
NHB	+/- 10%	267,711	268,012	1.00	301	0.1%

Notes: 2012 CHTS

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Weekday Person Trips per Household	
CHTS	Model
9.5	11.1
Notes: 2012 CHTS	

Purpose	Total (All Modes)	Drove Alone		Shared Ride 2		Shared Ride 3+		Transit		Walk		Bike	
		CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model
HBW	100%		64.6%		6.5%		15.2%		0.0%		13.7%		0.0%
HBO	100%		33.7%		19.2%		26.0%		0.1%		18.9%		1.3%
NHB	100%		43.6%		19.3%		19.7%		1.2%		14.0%		1.5%
Total (All Purposes)	100%	40.4%	42.1%	19.1%	17.3%	22.3%	22.3%	0.0%	0.5%	16.0%	16.6%	2.1%	1.2%
Notes: 2012 CHTS													

Purpose	Total (All Modes)	Drove Alone		Shared Ride 2		Shared Ride 3+		Transit		Walk		Bike	
		CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model	CHTS	Model
HBW	13.6%	23.1%	23.0%	5.2%	5.8%	9.3%	10.6%	0.0%	0.2%	21.3%	12.9%	n/a	0.0%
HBO	59.7%	49.0%	38.0%	66.2%	52.9%	68.1%	56.9%	100.0%	11.3%	58.3%	54.2%	n/a	53.9%
NHB	26.7%	27.9%	38.2%	28.6%	41.2%	22.6%	32.5%	0.0%	88.4%	20.4%	32.9%	n/a	46.1%
Total (All Purposes)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	n/a	100.0%
Notes: 2006-2001 California Statewide Household Travel Survey. Includes only internal-to-internal, weekday person trips for all modes, weighted by weekday, trip-level weights ("WDWGT"). Driver trips are adjusted by a factor of 1.647 to correct for underreporting. Transit excludes school bus trips.													

Evaluation Criterion	HPMS	Model	% Deviation
+/- 5%	4,749,280	4,819,333	1.5%
Notes: Daily Vehicle Miles Traveled. Highway Performance Management System – 2018 Data, Table 6.			

Trip Purpose						
HBW		HBO		NHB		
CHTS	Model	CHTS	Model	CHTS	Model	
11.3	15.6	14.8	15.4	10.3	10.1	
Notes: 2012 CHTS						

Validation Statistic	Evaluation Criterion	Observed Ridership	Model Bus Transit Trips	Percentage
Difference between actual ridership to model results for entire system	+/- 20%	2,927	2,832	-3%
Notes: 2016/2017 MCC, MAX ridership adjusted by average 0.8 transfers.				

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Trip Type	Trip Purpose					
	HBW		HBO		NHB	
	CHTS	Model	CHTS	Model	CHTS	Model
II	66.0%	68.6%	82.0%	80.1%	75.0%	77.5%
IX	25.0%	24.7%	12.0%	11.8%	15.0%	11.3%
XI	9.0%	6.6%	7.0%	8.1%	10.0%	11.3%

Notes: 2012 California Statewide Household Travel Survey.

The updated 2018 model performs very well in highway ADT assignment. It passes all but one test. The Model/Count Ratio is within +/-5%, the RMSE is less than 30% and the correlation coefficient is 0.98, which is much better than the 0.88 target. The only criterion it does not meet is the Percent of links Within Caltrans Maximum Deviation. The model results in 66 percent of links, with counts, meeting the Caltrans criteria for daily traffic volumes. It is slightly lower than the > 75% target. But it is acceptable considering we used a small sample size of 85 count locations, and it passes the other three criteria easily. The table below shows Highway ADT Validation.

Table 15: Highway ADT Validation

Daily Assignment	Value	Criterion
Model/Count Ratio =	-3.8%	< +/- 5%
Percent Root Mean Square Error =	17.5%	< 30%
Correlation Coefficient =	0.98	> 0.88
Percent Within Caltrans Maximum Deviation =	69%	> 75%

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-

based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

In addition to the static tests noted above, dynamic tests to evaluate the model response to change were performed. The model performed as expected for all dynamic tests. Example dynamic validation includes testing the changes in the following:

- Add and remove households in a residential TAZ
- Add and remove jobs in a commercialized TAZ
- Add and remove a roadway link in the network
- Add and remove travel lanes in the network
- Change link speeds or capacities

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on the 2022 RTP Amendment 3 and 2023 FTIP Amendment 1. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley MPO highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors

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and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called “centroid connectors”. These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the MCTC transportation modeling area for each scenario in the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2 is presented in Table 2-2.

**Table 2-2:
 Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis**

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2024	166,348	52,706	4.50	N/A
2025	168,293	53,313	4.52	1,640.45
2026	170,225	53,920	4.43	N/A
2029	176,067	55,742	4.46	1,731.80
2031	180,087	56,956	4.51	N/A
2037	191,533	60,190	4.73	1,912.94
2046	207,038	65,421	4.90	1,928.45

D. VEHICLE REGISTRATIONS

MCTC does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued final approval for EMFAC2021 use in conformity demonstrations on November 15, 2022; therefore, the Conformity Analysis for the 2025 FTIP and the 2022 RTP Amendment 2 relies on assumptions incorporated in EMFAC2021.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

OZONE

No committed control measures are included in the 2016 Ozone Plan.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-3:
 2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities	PM-10 road construction dust

NOTE: State reductions from these measures have been included in EMFAC2021.

PM2.5

No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2021. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).
- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-6.

A. EMFAC2021

The EMFAC model (short for EMISSION FACTOR) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC2021 (Scenario Analysis) is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations.

On January 15, 2021 ARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. Then in April of 2022, CARB released an updated version of the model (v1.0.2) fixing a number of minor modeling bugs. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022. On April 10, 2023, CARB submitted a request for the use of EMFAC2021 interim off-model adjustment factors that account for the emission benefits of California’s Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) in transportation conformity determinations. On May 26, 2023, EPA approved the use of these factors in regional conformity analyses in California.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2021. The template includes allocating VMT by speed bin by hour of the day. EMFAC2021 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. A conformity post-processing template has been developed to process EMFAC output and to incorporate HD I/M program adjustment factors. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2021 model as appropriate.

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs. PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus this conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual, moderate and serious), and the 2006 (24-hour) standards.

EMFAC2021 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials. In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation. The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2021 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 24-Hour and Annual Standards – The portions of the 2018 PM2.5 Plan dealing with the 1997 24-hour standard were approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM2.5 and NOx established based on daily average emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM2.5 Plan was used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. This trading mechanism will be used for the 1997 and 2012 annual PM2.5 standard conformity analysis, as needed.

2006 AND 1997 24-HOUR PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 2012 24-hour PM2.5 standard conformity analysis, as needed.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2021. These instructions were last updated in March of 2024 (HD I/M adjustments were included in conformity post processing templates as of November 2023).

Documentation of the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2 is provided in Appendix C, including:

- 2025 FTIP Conformity EMFAC Spreadsheet
- 2025 FTIP Conformity Paved Road Spreadsheet
- 2025 FTIP Conformity Unpaved Road Dust Spreadsheet
- 2025 FTIP Conformity Construction Spreadsheet
- 2025 FTIP Conformity Totals Spreadsheet
- 2025 FTIP Conformity PM2.5 Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

The Transportation Conformity regulation requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The Federal definition for the term “transportation control measure” is provided in 40 CFR 93.101:

“any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.”

In the Transportation Conformity regulation, the definition provided for the term “applicable implementation plan” is:

“Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA.”

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;

- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2016 and 2018 PM2.5 Plans do not include any additional TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated, and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a “Summary of Commitments” table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with (“comb w/”) reference as appropriate. A not applicable (“NA”) was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

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For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc.). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006.

In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. However, the revised TCM listing has not yet been approved by EPA; therefore, 2022 RACM TID still applies to this Conformity Analysis. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, MCTC undertook a process to identify and evaluate potential control measures that could be included in the 2022 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2022 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. MCTC also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been approved since 2016. New PM-10 plans that have been reviewed include:

- A. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.
- B. Juneau’s Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted July 22, 2020 (EPA approval effective November 24, 2021). The maintenance plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.
- C. Wallula, WA Second PM-10 Maintenance Plan submitted November 22, 2019 (EPA approval effective June 1, 2020). The plan relies on fugitive dust controls from livestock operations.
- D. Eagle River, AK PM-10 Nonattainment Plan submitted on November 10, 2020 (EPA approval effective December 9, 2021) The plan control measures include paving gravel roads with recycle asphalt product.
- E. Pinehurst, ID PM-10 Limited Maintenance Plan submitted September 29, 2017 (EPA approval effective October 11, 2018). The plan primarily relies on control strategies for residential wood smoke. No additional PM-10 dust measures are included.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, MCTC considered priority funding allocations in the 2022 RTP for PM-10 and NO_x emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

- (1) Paving or Stabilizing Unpaved Roads and Alleys
- (2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- (3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and
- (4) Repave or Overlay Paved Roads with Rubberized Asphalt

MCTC and its member agencies consider both short and long-term PM₁₀ and PM_{2.5} emission reductions to be a priority. Congestion Mitigation and Air Quality (CMAQ) funding has been continuously utilized by MCTC to fund projects for implementation of measures 1, 2 and 3 above and is planned for future implementation as well, so long as the funding is available. MCTC will consider member agency project proposals for use of rubberized asphalt in accordance with adopted

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program policies, including cost-effectiveness policies. MCTC will continue to work with member jurisdictions and evaluate the ability to proceed with PM-10 projects as part of the FTIP and RTP. TCM projects completed since the 2023 FTIP adoption are detailed in Appendix B.

CHAPTER 5: INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication, and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

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The draft boilerplate conformity document was distributed for interagency consultation on April 8, 2024. Comments received have been addressed and incorporated into this version of the analysis.

The Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2 was developed in consultation with MCTC local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2025 FTIP, 2022 RTP Amendment 2, and the corresponding conformity analysis were released on May 20, 2024 for a 30-day public comment period, followed by adoption on July 19, 2024. Federal approval is anticipated on or before December 31, 2024.

Transportation planning is a collaborative process and includes visioning, forecasting population/employment, projecting future land use in conjunction with local jurisdictions, assessing needs, developing capital and operating strategies to move people and goods, and developing a financial plan. Consistent with SB 375 and Title 23 CFR Part 450.316, MCTC planning processes are designed to foster involvement by all interested parties, such as walking and bicycling representatives, transportation providers, appropriate federal, state, and local agencies, public health departments and advocates, housing advocates, community groups, environmental advocates, building industry representatives, broad-based business organizations, landowners, the Native American community, neighboring MPOs, and the general public through a proactive public participation process.

The 2017 Regional Transportation Plan Guidelines for MPOs states that “coordination is the cooperative development of plans, programs and schedules among agencies and entities with legal standing to achieve general consistency. Consultation means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. It is very important for the development of the RTP to be conducted both in coordination and consultation with interested parties.”

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. MCTC has an adopted consultation process and policy for conformity analysis which includes a minimum 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

Ozone:

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NO_x for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January

20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. However, since EPA has not yet taken action on this submittal, the 2007 Maintenance Plan budgets (as revised in 2015) continue to apply. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020 using the 2015 SIP Update budgets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour and 1997 annual PM2.5 standards on January 28, 2022 and December 14, 2024, respectively. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2025 FTIP and the 2022 RTP Amendment 2 is supported.

**Table 6-1:
 Conformity Results Summary**

2025 FTIP Conformity Analysis Results Summary -- Madera

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	1.1	2.7		
	2025	1.0	1.7	YES	YES
	2026 Budget	1.0	2.5		
	2026	0.9	1.6	YES	YES
	2029 Budget	0.9	2.4		
	2029	0.8	1.3	YES	YES
	2031 Budget	0.8	2.3		
	2031	0.7	1.2	YES	YES
	2037	0.6	1.0	YES	YES
	2046	0.5	1.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	2.5	4.7		
	2025	1.5	1.8	YES	YES
	2020 Budget	2.5	4.7		
	2029	1.8	1.3	YES	YES
	2020 Budget	2.5	4.7		
	2037	1.8	1.0	YES	YES

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	2020 Budget	2.5	4.7		
	2046	1.5	1.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.2	4.2		
	2025	0.1	1.8	YES	YES
	2020 Budget	0.2	4.2		
	2029	0.1	1.4	YES	YES
	2020 Budget	0.2	4.2		
	2037	0.1	1.1	YES	YES
	2020 Budget	0.2	4.2		
2046	0.1	1.0	YES	YES	

	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.2	2.5		
	2025	0.1	1.8	YES	YES
	2023 Budget	0.2	2.5		
	2029	0.1	1.4	YES	YES
	2023 Budget	0.2	2.5		
	2037	0.1	1.1	YES	YES
	2023 Budget	0.2	2.5		
2046	0.1	1.0	YES	YES	

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
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2006 PM2.5 Winter 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2024 Budget	0.2	2.5		
	2024	0.1	2.1	YES	YES
	2024 Budget	0.2	2.5		
	2031	0.1	1.3	YES	YES
	2024 Budget	0.2	2.5		
	2037	0.1	1.1	YES	YES
2024 Budget	0.2	2.5			
2046	0.1	1.1	YES	YES	

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.2	3.5		
	2025	0.1	1.8	YES	YES
	2022 Budget	0.2	3.5		
	2029	0.1	1.4	YES	YES
	2022 Budget	0.2	3.5		
	2037	0.1	1.1	YES	YES
	2022 Budget	0.2	3.5		
2046	0.1	1.0	YES	YES	

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2025	0.153	1.769	0.819		0.511		0.031		1.5	1.8

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2029	0.14 5	1.33 4	0.795		0.511		0.341		1.8	1.3
2037	0.14 8	1.03 4	0.787		0.511		0.338		1.8	1.0
2046	0.15 5	0.96 4	0.822		0.511		0.026		1.5	1.0

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APPENDIX A
CONFORMITY CHECKLIST

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CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1, p. 8-11	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1, p. 12-14	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	N/A	NOx is insignificant contributor
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 1, p. 12-17; Ch.3, p. 36-39	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	ES, p. 1; Ch. 5, p. 47; Appendix E	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 1, p.17-19, Ch. 2. P, 29, Table 1-7	

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40 CFR	Criteria	Page	Comments
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	ES p. 2; Appendix B	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	ES p. 2-3, Ch. 1, p. 6, 9, 10, Ch. 3, 33	
§93.109 (c.)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	ES p. 3-4; Ch. 1, p. 11- 18; Ch. 6, p. 49-5052	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1, p. 11- 13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the “time the conformity analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, p. 20- 31	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	Ch. 2, p. 20- 31	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2, p. 25- 26; Ch. 5, p. 47-48	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch. 3, p. 34- 35	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to	Ch. 5, p. 47- 48	

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40 CFR	Criteria	Page	Comments
	§93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, p. 39-46; Appendix D	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	ES, p. 1	Analysis addresses both documents
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1, p. 10-19	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6, p. 49-50	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1, p. 17-19	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 1, Table 1-7; Ch	
For Areas without Applicable SIP Budgets:			
§93.119	<u>Document whether the area must meet just one or both interim emissions tests. If both, document that</u>	N/A	

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40 CFR	Criteria	Page	Comments
	it is the “less than” form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).		
§93.119 ⁱ (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	N/A	
§93.119 (e)	Document the appropriate baseline year.	N/A	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2, p. 29; Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	Ch. 4, p. 39-46	
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4).	N/A	

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40 CFR	Criteria	Page	Comments
	Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2, p. 26-29	
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2, p. 20-22, Table 2-1	
§93.122 (b)(1)(iii) ⁱⁱ	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2, p. 22-23	
§93.122 (b)(1)(iv) ⁱⁱ	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2, p. 23-24	
§93.122 (b)(1)(v) ⁱⁱ	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2, p. 24-29	
§93.122 (b)(1)(vi) ⁱⁱ	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2, p. 24-29	
§93.122 (b)(2) ⁱⁱ	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2, p. 24	
§93.122 (b)(3) ⁱⁱ	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2, p. 23-24, 27-28	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of	N/A	

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40 CFR	Criteria	Page	Comments
	appropriate alternative techniques to estimate vehicle miles traveled		
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 p. 35-36	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	NA/	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 5, 47-48; Appendix B	

ⁱ Note that some areas are required to complete both Interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

APPENDIX B
TRANSPORTATION PROJECT LISTING

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Madera County Regionally Significant Projects

Route	Project Limits	Planned Improvement	Cost	Open to Traffic Year						
				2024	2025	2026	2029	2031	2037	2046
SR 233	15th St to Palm Pkwy	Restripe to 4 Lanes	\$1,000,000			X				
Avenue 26	SR 99 to Coronado St	2 Lanes to 4 Lanes	\$10,000,000			X				
SR 99	SR 233 Interchange	Interchange Operational Improvements, Roundabouts on the SR 99/233 Interchanges	\$33,611,000				X			
City of Chowchilla - E/W Connection Flyover	East and West of SR 99 btwn Robertson Blvd and Ave 24	Traffic flyover bridge, bicycle and pedestrian improvements, ADA improvements, safety striping, to increase urban circulation between the east and west parts of City.	\$20,000,000					X		
City of Chowchilla - Robertson & Washington Road RAB	Robertson & Washington Road RAB	Reconfigure into Roundabout	\$0.00						X	
Olive Ave	Gateway to Roosevelt	2 Lanes to 4 Lanes	\$17,100,000			X				
Cleveland Ave	Schnoor St to SR 99	4 Lanes to 6 Lanes	\$3,750,000				X			
Almond Ave	Stadium Rd to Pine ST	New Collector Roadway	\$6,890,000				X			
Lake St	4th St to Cleveland	2 Lanes to 4 Lanes	\$7,492,000				X			
Westberry	Westberry Bridge	New Bridge	\$12,500,000				X			
SR 145/Gateway Drive	SR 99 to Yosemite	2 lanes to 4 lanes	\$5,800,000				X			
Cleveland Ave	Sharon Ave to Tozer St	Restripe to 4 Lanes	\$500,000				X			
Gateway Dr	Yosemite to Cleveland	2 Lanes to 4 Lanes	\$8,600,000				X			
Road 28/Tozer	Avenue 14 to Clinton	Corridor Completion Improvement	\$6,000,000					X		
Yosemite and Tozer		Intersection Capacity Improvement	\$1,000,000					X		
Ellis Street	Rd 26 to Lake St	2 lanes to 4 lanes	\$3,915,000					X		
Schnoor St	Trevor Way to Sunset Ave	Restripe to 4 Lanes	\$1,107,000					X		
Granada Dr	at Fresno River	Widen Bridge from 2 Lanes to 4 Lanes	\$6,500,000					X		
Howard Road	Westberry Blvd to Granada Dr	2 lanes to 4 lanes	\$4,674,000					X		
Pecan Ave	Golden State Blvd to Stadium Rd	2 lanes to 4 lanes	\$4,674,000					X		
Pine St	Almond Ave to MSHS Driveway	2 lanes to 4 lanes	\$2,000,000					X		
Sunrise Ave	B Street to Rd 28	2 lanes to 4 lanes	\$3,000,000					X		
Road 29	Avenue 12 to Avenue 13	2 Lanes to 4 Lanes	\$15,000,000					X		
Westberry Blvd	Cleveland Ave to Ave 16	2 Lanes to 4 Lanes	\$2,717,000						X	

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Aviation Dr	Extend to Ave 17	New 2 Lane Road	\$1,500,000							X	
Yeager Dr	Falcon Dr to Aviation Dr	New 2 Lane Road	\$1,500,000							X	
Sharon Blvd	1320 feet South of Ave 17 to Ellis St	New 4 Lane Road	\$5,000,000							X	
Road 23	Ave 15 1/2 to the Fresno River	2 Lanes to 4 Lanes	\$15,000,000							X	
Ellis Street	Krohn to Road 26/Country Club	Develop to Full Arterial Standard	\$6,200,000							X	
Sunset Ave	4th St to Westberry Blvd	2 lanes to 4 lanes	\$2,000,000							X	
D St	Clark St to Adell St	2 Lanes to 4 Lanes	\$1,500,000							X	
Rd 29	Olive Ave to Ave 13	2 lanes to 4 lanes	\$8,099,000							X	
Rd 29	Ave 14 to Ave 15	2 lanes to 4 lanes	\$4,721,000							X	
SR 145	SR 99 to Yosemite Ave	2 lanes to 4 lanes	\$5,537,000							X	
Stadium Rd	Pecan Ave to Maple St	2 lanes to 4 lanes	\$1,210,000							X	
Tozer St/Rd 28	Ave 13 to Knox St	2 lanes to 4 lanes	\$2,000,000							X	
Howard Rd	Pine St to Schnoor St	4 lanes to 5 lanes	\$5,000,000								X
Ave 17	Rd 26 to Rd 27	2 lanes to 4 lanes	\$3,000,000								X
State Route 41	Avenue 10.5 to Avenue 12, Avenue 12 to Avenue 14, Avenue 14 to .4 miles north of Avenue 15	In the County of Madera, from Avenue 10.5 to Avenue 12, widen to 4 lane expressway. From Avenue 12 to Avenue 14, widen to 4 lane expressway. From Avenue 14 to 0.4 miles north of Avenue 15, widen to 4 lane conventional highway	\$123,700,000					X			
Avenue 12	Road 38 to Road 40	2 Lanes to 4 Lanes	\$10,000,000					X			
Avenue 12	Road 40 to Riverwalk Blvd	2 Lanes to 6 Lanes	\$10,000,000					X			
Avenue 12	Riverwalk Blvd to SR 41	4 Lanes to 8 Lanes	\$10,000,000					X			
Rio Mesa Blvd	Ave 12 to Ave 15	New 4 Lane Road	\$16,250,000					X			
Almond Ave	Stadium Rd to Pine ST	New Collector Roadway	\$6,645,000					X			
State Route 99	Avenue 7 to Avenue 12	4 Lanes to 6 Lanes	\$112,073,000						X		
Avenue 12	SR 41 To Flagbarn Rd	2 Lanes to 4 Lanes	\$4,250,000							X	
Avenue 9	Road 36 to SR 41	2 Lanes to 4 Lanes	\$15,722,808							X	
Avenue 12	Road 30 1/2 to Road 36	2 Lanes to 4 Lanes	\$21,000,000							X	
Road 29	Avenue 12 to Avenue 13	2 Lanes to 4 Lanes	\$15,000,000							X	
State Route 41	SR 145 to Avenue 15	Add Southbound Lane	\$35,000,000								X
State Route 13	SR 145 to Avenue 15	Add Southbound Lane	\$20,000,000								X
State Route 99	Avenue 17 to Avenue 21 1/2	4 Lanes to 6 Lanes	\$226,100,000								X
State Route 99	Avenue 17	Interchange Improvements	\$50,000,000								X
State Route 41	Madera County Line to Avenue 10	4 Lanes to 6 Lanes	\$15,000,000								X

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State Route 41	NB On-Ramp/SR 41 At Children's Blvd.	1 Lane to 2 Lanes	\$11,000,000							X	
State Route 41	SR 145 to Road 208 (tie into new constructed Passing Lanes)	Construct Passing Lanes	\$20,000,000							X	
State Route 49	Meadow Vista Dr to Westlake Dr	2 lanes to 4 lanes	\$7,000,000							X	
Rio Mesa Blvd	Childrens Blvd to Ave 12	2 lanes to 4 lanes	\$9,750,000							X	
Avenue 9	BNSF RR Tracks to Road 36	2 Lanes to 4 Lanes	\$9,240,592							X	
Avenue 9	SR 99 to BNSF RR Tracks	2 Lanes to 4 Lanes	\$8,038,082							X	
Avenue 9	BNSF RR Grade Separation Project	Grade Separation	\$26,160,036							X	
Road 145	Road 145 between Road 206 to SR 41	2 Lanes to 4 Lanes	\$12,331,806							X	
Road 206	Road 206 Extension to Friant Road	2 Lanes to 4 Lanes	\$26,889,018							X	
State Route 41	Avenue 10 to Avenue 12	6 Lane Freeway/Interchange at Avenue 12	\$101,000,000								X
State Route 41	Avenue 12 to Avenue 14, Avenue 14 to .4 miles north of Avenue 15	In the County of Madera, From Avenue 12 to Avenue 14 reconstruct existing 4 lane expressway in ultimate configuration. From Avenue 14 to 0.4 miles north of Avenue 15, upgrade to a 4 lane expressway. From 0.4 miles north	\$56,000,000								X
Avenue 10	Rd 40 to Lanes Bridge	Widen to 4 Lanes	\$8,200,000								X
Children's Blvd	SR 41 NB Ramps to Crocket Way	4 Lanes to 6 Lanes	\$6,600,000								X

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Madera County Transportation Commission Federally Funded Projects that Implement Approved TCMs

Jurisdiction/ Agency	TIP/ RTP Proj ect ID	CTIPs Proje ct ID	Description			Estimated Cost	Exemption Code (per CTIPs - next sheet)
TCM1 - Traffic Flow Improvements							
MADCITY	MAD 2020 81	22100 00033 5	Madera	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements	\$566,000	1.07
MADCITY	MAD 2020 91	22100 00038 1	Pecan Avenue	Pine to Golden State Boulevard	Shoulder Paving	\$665,000	1.04
MADCITY	MAD 2180 00	22100 00045 9	Alley Paving NW Quadrant	Alley Paving at Various Locations - Northwest Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	Alley Paving	\$725,000	1.10
MADCITY	MAD 2180 01	22100 00046 0	Alley Paving SW Quadrant	Alley Paving at Various Locations - Southwest Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	Alley Paving	\$725,000	1.10
MADCITY	MAD 2180 02	22100 00046 1	Alley Paving NE Quadrant	Alley Paving at Various Locations - Northeast Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	Alley Paving	\$940,000	1.10
CHOWCITY	MAD 3020 60	22100 00045 8	Alley Paving	Pave 2,400 linear feet of alleyways in Chowchilla between Trinity and Orange Avenues and between 6th Street to 15th Street (currently unpaved). This project will result in the reduction of PM 2.5.	Alley Paving	\$1,302,000	1.10
MADCO	MAD 1160 00	22100 00046 2	Shoulder Paving Ave 7 Canal Rd to Canal Road	Avenue 7 from Chowchilla Canal Road to 2 miles east Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$578,000	1.04
MADCO	MAD 1160 01	22100 00046 3	Shoulder Paving Rd 26 from Rd 18 to 21	Road 26 from Avenue 18 to Avenue 21 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$1,478,000	1.04
MADCO	MAD 1160 02	22100 00046 4	Shoulder Paving Ave 7 from Rd 20 to 21	Avenue 7 from Road 20 to Road 21 Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$303,000	1.04
MADCO	MAD 1160 03	22100 00046 5	Shoulder Paving Raymond Rd to Harper Blvd	Raymond Road from City Limits to Harper Blvd - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$329,000	1.04
MADCO	MAD 1160 04	22100 00046 6	Shoulder Paving Santa Fe RR to Rd 12	Avenue 21 from Santa Fe Railroad Tracks to Road 12 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$534,000	1.04
MADCO	MAD 1160 05	22100 00046 7	Shoulder Paving Rd 23 from Ave 12 to 14	Road 23 from Avenue 12 to Avenue 14 - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$635,000	1.04
MADCO	MAD 1160 06	22100 00046 8	Shoulder Paving Ave 17 from Rd 26 to 27	Avenue 17 from Road 26 to Road 27 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	Shoulder Paving	\$429,000	1.04
TCM2 - Public Transit							
CHOWCITY	MAD 3130 36	22100 00029 5	CATX	Operating Assistance	FTA Section 5311	\$2,397,000	2.01
MADCO	MAD 1130 41	22100 00029 8	County	Operating Assistance	FTA Section 5311	\$4,612,000	2.01

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MADCO	MAD 1134 01	22100 00043 3	MCC	Operating Assistance	FTA Section 5307	\$4,186,000	2.01
MADCO	MAD 1134 02	22100 00043 4	MCC Preventive Maintenance	Operating Assistance	FTA Section 5307	\$952,000	2.01
MADCITY	MAD 2130 91	22100 00030 2	DAR	Operating Assistance	FTA Section 5307	\$5,200,000	2.01
MADCITY	MAD 2130 92	22100 00030 3	MAX	Operating Assistance	FTA Section 5307	\$5,600,000	2.01
MADCITY	MAD 2130 93	22100 00030 4	Facilities Operating Assistance	Operating Assistance	FTA Section 5307	\$1,400,000	2.01
MADCITY	MAD 2130 94	22100 00032 1	MAX Preventative Maintenance	Operating Assistance	FTA Section 5307	\$1,520,000	2.01
MADCITY	MAD 2132 04	22100 00047 3	Intermodal Renovation	Intermodal Renovation	FTA Section 5307	\$232,000	2.08
MADCITY	MAD 2150 30	22100 00047 8	Intermodal Renovation (Formula)	Intermodal Renovation (Formula)	FTA Section 5339	\$190,000	2.08
VARIOUS	MAD 1180 03	22100 00040 8	Madera Rail Station Relocation Project and HSR	The project site is located a mile north of Avenue 12 in Madera County, between the BNSF Railroad tracks to the east and the California High Speed Rail Project Corridor (under construction) to the west.	Mass Transit	\$203,569,000	2.00
TCM3 - Bicycle/Pedestrian Program							
MADCITY	MAD 2020 69	22100 00028 4	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities	\$336,000	3.02
MADCITY	MAD 2020 74	22100 00031 5	Cleveland Avenue	Cleveland Avenue to Fresno River on MID	Construct Bike/Ped Facilities	\$379,000	3.02
MADCITY	MAD 2020 83	22100 00033 7	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities	\$150,000	3.02
MADCITY	MAD 2020 86	22100 00034 0	Fresno River Trail	Between North-South Trail Behind Montecito Park and Granada Drive (Phase II)	Construct Bike/Ped Facilities	\$146,000	3.02
MADCITY	MAD 2170 38	22100 00041 8	Pedestrian Bridge over Fresno River	Granada Avenue Pedestrian Bridge over the Fresno River	Construct Bike/Ped Facilities	\$2,500,000	3.02
CHOWCITY	MAD 3020 58	22100 00041 9	Pedestrian Improvements Project	Riverside Avenue, 8th Street, & Kings Avenue Pedestrian Improvements Project	Construct Bike/Ped Facilities	\$1,647,000	3.02
MADCITY	MAD 5000 01	22100 00046 9	Clinton St Pedestrian Facilities	Clinton St Pedestrian Facilities to Sunrise Rotary Sports Complex.	Construct Bike/Ped Facilities	\$200,000	3.02
MADCITY	MAD 5000 02	22100 00047 0	D and Clark St Pedestrian Facilities	D Street and Clark Street Pedestrian Facilities.	Construct Bike/Ped Facilities	\$230,000	3.02
MADCITY	MAD 5000 03	22100 00047 1	Town and County Park Pedestrian Facilities	Pedestrian Facilities – Howard Road/Granada Drive at Town & Country Park.	Construct Bike/Ped Facilities	\$260,000	3.02
TCM5 - Alternative Fuels Program							

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MADCITY	MAD 2131 10	22100 00042 3	Madera	Electric Vehicle Charging Station	EV Infrastructure	\$400,000	4.12
MADCITY	MAD 2170 39	22100 00042 0	Madera	Purchase New Electric Bus and Charging Facilities	Fleet Conversion/EV Infrastructure	\$586,000	4.12
MADCO	MAD 1134 03	22100 00043 5	Madera County	Purchase Three New Paratransit Vehicles	Fleet Conversion	\$430,000	2.10
MADCO	MAD 1134 04	22100 00043 6	Madera County	Purchase Five New Paratransit Vehicles (Electric)	Fleet Conversion	\$1,214,000	4.12
MADCO	MAD 1134 05	22100 00043 7	Madera County	Purchase Two Transit Vans	Fleet Conversion	\$109,000	2.10
MADCO	MAD 1134 06	22100 00043 8	Madera County	Purchase Three Vans (Electric)	Fleet Conversion	\$528,000	4.12
MADCO	MAD 1134 07	22100 00043 9	Madera County	Purchase Van (Electric)	Fleet Conversion	\$194,000	4.12
MADCO	MAD 1134 08	22100 00044 0	Madera County	Purchase Van (Electric)	Fleet Conversion	\$201,000	4.12
MADCO	MAD 1150 10	22100 00042 6	Madera County	Purchase New Transit Vehicle (Formula)	Fleet Conversion	\$228,000	2.10
MADCO	MAD 1150 21	22100 00044 4	Madera County	Purchase Transit Van (Electric) (Formula)	Fleet Conversion	\$191,000	4.12
MADCO	MAD 1134 20	22100 00047 5	Madera County	Purchase One Paratransit Vehicle (Electric)	Fleet Conversion	\$333,000	4.12
MADCO	MAD 1134 21	22100 00047 6	Madera County	Purchase One Paratransit Vehicle (Electric)	Fleet Conversion	\$355,000	4.12
MADCO	MAD 1134 22	22100 00047 7	Madera County	Purchase Three Paratransit Vehicles (Electric)	Fleet Conversion	\$1,128,000	4.12
MADCO	MAD 5000 04	22100 00047 2	Madera County	Purchase of Five (5) Electric Vans for New Microtransit Demonstration Services.	Fleet Conversion	\$425,000	4.12

APPENDIX C
CONFORMITY ANALYSIS DOCUMENTATION

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

EMFAC Emissions (tons/day)

Madera

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	2025	2026	2029	2031	2037	2046
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.92	0.85	0.73	0.67	0.55	0.44
		Conformity Total	1.00	0.90	0.80	0.70	0.60	0.50
		Ozone 2008 and 2015 standards (2016 Ozone SIP)	1.66	1.52	1.26	1.15	0.98	0.91
Conformity Total	1.70	1.60	1.30	1.20	1.00	1.00		
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total)	0.15	0.14	0.15	0.16		
		* includes tire & brake wear						
		Conformity Total	0.15	0.14	0.15	0.16		
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	1.77	1.33	1.03	0.96		
		Conformity Total	1.77	1.33	1.03	0.96		

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

			2025	2029	2037	2046
PM2.5 24-hr	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.06	0.06	0.06	0.06
1997 standard (2018 PM2.5 SIP)						
		Conformity Total	0.10	0.10	0.10	0.10

PM2.5 24-hr	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	1.77	1.33	1.03	0.96
1997 standard (2018 PM2.5 SIP)						
		Conformity Total	1.80	1.40	1.10	1.00

			2025	2029	2037	2046
PM2.5 Annual	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.06	0.06	0.06	0.06
1997 standard (2018 PM2.5 SIP)						
		Conformity Total	0.10	0.10	0.10	0.10

PM2.5 Annual	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	1.77	1.33	1.03	0.96
1997 standard (2018 PM2.5 SIP)						
		Conformity Total	1.80	1.40	1.10	1.00

			2024	2031	2037	2046
PM2.5 24-hour	EMFAC 2021 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.06	0.06	0.06	0.06
2006 standard						

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

(2018 PM2.5 SIP)

Conformity Total 0.10

0.10 0.10 0.10

PM2.5 24-hour
 2006 standard
 (2018 PM2.5 SIP)

EMFAC 2021
 (Winter Run)

NOx Total Exhaust
 (All Vehicles Total) 2.08

1.27	1.08	1.01
------	------	------

Conformity Total 2.10

1.30 1.10 1.10



PM2.5 Annual
 2012 standard
 (2018 PM2.5 SIP)
 (Moderate)

EMFAC 2021
 (Annual Run)

PM2.5 Total Exhaust (All Vehicles Total)
 * includes tire & brake wear

2025
0.06

2029
0.06

2037	2046
0.06	0.06

Conformity Total 0.10

0.10

0.10 0.10

PM2.5 Annual
 2012 standard
 (2018 PM2.5 SIP)
 (Moderate)

EMFAC 2021
 (Annual Run)

NOx Total Exhaust
 (All Vehicles Total) 1.77

1.33

1.03	0.96
------	------

Conformity Total 1.80

1.40

1.10 1.00

2025 FTIP Conformity Analysis Results Summary -- Madera

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	1.1	2.7		
	2025	1.0	1.7	YES	YES
	2026 Budget	1.0	2.5		
	2026	0.9	1.6	YES	YES
	2029 Budget	0.9	2.4		
	2029	0.8	1.3	YES	YES
	2031 Budget	0.8	2.3		
	2031	0.7	1.2	YES	YES
	2037	0.6	1.0	YES	YES
	2046	0.5	1.0	YES	YES
	Standard	Analysis Year	Emissions Total		DID YOU PASS?
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	2.5	4.7		
	2025	1.5	1.8	YES	YES
	2020 Budget	2.5	4.7		
	2029	1.8	1.3	YES	YES
	2020 Budget	2.5	4.7		
	2037	1.8	1.0	YES	YES
	2020 Budget	2.5	4.7		
	2046	1.5	1.0	YES	YES

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.2	4.2		
	2025	0.1	1.8	YES	YES
	2020 Budget	0.2	4.2		
	2029	0.1	1.4	YES	YES
	2020 Budget	0.2	4.2		
	2037	0.1	1.1	YES	YES
	2020 Budget	0.2	4.2		
2046	0.1	1.0	YES	YES	

	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.2	2.5		
	2025	0.1	1.8	YES	YES
	2023 Budget	0.2	2.5		
	2029	0.1	1.4	YES	YES
	2023 Budget	0.2	2.5		
	2037	0.1	1.1	YES	YES
	2023 Budget	0.2	2.5		
2046	0.1	1.0	YES	YES	

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard					
	2024 Budget	0.2	2.5		

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

	2024	0.1	2.1	YES	YES
	2024 Budget	0.2	2.5		
	2031	0.1	1.3	YES	YES
	2024 Budget	0.2	2.5		
	2037	0.1	1.1	YES	YES
	2024 Budget	0.2	2.5		
	2046	0.1	1.1	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.2	3.5		
	2025	0.1	1.8	YES	YES
	2022 Budget	0.2	3.5		
	2029	0.1	1.4	YES	YES
	2022 Budget	0.2	3.5		
	2037	0.1	1.1	YES	YES
	2022 Budget	0.2	3.5		
	2046	0.1	1.0	YES	YES

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2025	0.153	1.769	0.819		0.511		0.031		1.5	1.8
2029	0.145	1.334	0.795		0.511		0.341		1.8	1.3
2037	0.148	1.034	0.787		0.511		0.338		1.8	1.0
2046	0.155	0.964	0.822		0.511		0.026		1.5	1.0

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

Road Construction Dust

MADERA

Description	2025		2029		2037		2046	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2005	1599	2025	1640	2029	1732	2037
Horizon	2025	1640	2029	1732	2037	1913	2046	1928
Difference	20	42	4	91	8	181	9	16
Lane Miles per Year		2		23		23		2
Acres Disturbed		8		89		88		7
Acre-Months		146		1594		1581		120
Emissions (tons/year)		16.020		175.392		173.894		13.235
Annual Average Day Emissions (tons)		0.044		0.481		0.476		0.036
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.031		0.341		0.338		0.026

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

Paved Road Dust Emissions (tons/day)

MADERA 2025

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	1,898,407	693	52.945	51.376	0.141	0.130
Enter Arterial VMT ==>	Arterial	2,241,353	818	104.019	100.935	0.277	0.199
Enter Collector VMT ==>	Collector	208,760	76	9.688	9.401	0.026	0.015
	Urban	45,229	17	15.725	15.259	0.042	0.028
Enter Total of Urban and Rural Local VMT Here =>	Rural	122,908	45	184.855	179.374	0.491	0.447
	168,137						
	Totals	4,516,657	1,649	367.233	356.345	0.976	0.819

MADERA 2029

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	2,107,144	769	58.767	57.025	0.156	0.145
Enter Arterial VMT ==>	Arterial	1,990,893	727	92.395	89.656	0.246	0.176
Enter Collector VMT ==>	Collector	203,168	74	9.429	9.149	0.025	0.015
	Urban	43,704	16	15.195	14.745	0.040	0.027
Enter Total of Urban and Rural Local VMT Here =>	Rural	118,764	43	178.622	173.326	0.475	0.432
	162,467						
	Totals	4,463,672	1,629	354.408	343.900	0.942	0.795

MADERA 2037

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	2,206,773	805	61.545	59.721	0.164	0.151
Enter Arterial VMT ==>	Arterial	2,135,053	779	99.086	96.148	0.263	0.189
Enter Collector VMT ==>	Collector	234,661	86	10.890	10.568	0.029	0.017
	Urban	40,808	15	14.188	13.768	0.038	0.025
Enter Total of Urban and Rural Local VMT Here =>	Rural	110,895	40	166.786	161.841	0.443	0.403
	151,703						
	Totals	4,728,190	1,726	352.496	342.045	0.937	0.787

MADERA 2046

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	2,330,700	851	65.002	63.075	0.173	0.160
Enter Arterial VMT ==>	Arterial	2,152,501	786	99.896	96.934	0.266	0.191
Enter Collector VMT ==>	Collector	257,911	94	11.969	11.615	0.032	0.019
	Urban	43,077	16	14.977	14.533	0.040	0.027
Enter Total of Urban and Rural Local VMT Here =>	Rural	117,060	43	176.059	170.839	0.468	0.426
	Totals	4,901,249	1,789	367.903	356.995	0.978	0.822

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

Unpaved Road Dust Emissions
 (tons/day)

MADERA 2025

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/IS R Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

MADERA 2029

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/IS R Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

MADERA 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/IS R Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

MADERA 2046

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/IS R Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

*Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2*

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of February 2023)	Conformity Analysis for the Implementation Status 2025 FTIP/2022 RTP Amendment 2 (as of May 2024)
MA 3.1	MCTC	Commute Solutions	MCTC agrees to act as an information resource for employers within Madera County for the Commute Solutions Program. MCTC will promote the program by providing information to employers with fifty or greater employees on an annual basis.	MCTC continues to provide commute solutions information through the Public Awareness Program. MCT C staff have focused on improving communication for all matters in virtual settings in response to the COVID-19 Pandemic. The Public Awareness Program will continue to evolve to utilize new and effective communication practices that have materialized during the pandemic period.	MCTC continues to provide commute solutions information through the Public Awareness Program. MCT C staff have focused on improving communication for all matters in virtual settings in response to the COVID-19 Pandemic. The Public Awareness Program will continue to evolve to utilize new and effective communication practices that have materialized during the pandemic period.

Madera County Transportation Commission
 DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

<p>MA 14.1 (MA 11.2, MA 11.6, MA 13.3, 13.4, TCM3,)</p>	<p>MCTC</p>	<p>Area wide Public Awareness Programs</p>	<p>MCTC agrees to expand public outreach by implementation of this measure through a new work element entitled "Public Awareness Program." This program will be developed during the first year of implementation and will include the following activities: Development of public outreach tools (i.e., website, newsletter, etc.); Rideshare promotion; Providing resources for the Commute Solutions program to employers; Promotion of alternative modes of transportation (i.e., bicycle, pedestrian, transit, and rail); Encouraging telecommuting and the use of teleconferencing; Encouraging other emission reduction behavior modifications (i.e., voluntary limiting of idling, engine retrofits, and implementation of incentive programs). This measure is an expansion of previous accomplishments through participation in the Rideshare Program with COFCG.</p>	<p>The MCTC Public Awareness Program is an ongoing annual program. MCTC staff engages with the public verbally, in writing, through social media and electronic mailings. MCTC staff have focused on improving communication for all matters in virtual settings in response to the COVID-19 Pandemic. The Public Awareness Program will continue to evolve to utilize new and effective communication practices that have materialized during the pandemic period.</p>	<p>The MCTC Public Awareness Program is an ongoing annual program. MCTC staff engages with the public verbally, in writing, through social media and electronic mailings. MCTC staff have focused on improving communication for all matters in virtual settings in response to the COVID-19 Pandemic. The Public Awareness Program will continue to evolve to utilize new and effective communication practices that have materialized during the pandemic period.</p>
<p>MA 5.2</p>	<p>City of Madera</p>	<p>Cleveland Avenue</p>	<p>In City of Madera; reconstruct & widen existing 2 lane street to provide raised median, bike lane, sidewalks, & install 2 traffic signals.</p>	<p>The City of Madera reviews its signal systems (4 or more contiguous in accordance with the FTIP CMAQ programming cycle). Signal coordination is not warranted on Cleveland Ave. at this time and will continue to be monitored for suitability.</p>	<p>The City of Madera reviews its signal systems (4 or more contiguous in accordance with the FTIP CMAQ programming cycle). Signal coordination is not warranted on Cleveland Ave. at this time and will continue to be monitored for suitability.</p>

*Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2*

Gateway Drive: coordinate five signals	In Madera, Gateway Drive from 4th Street to Olive Avenue: signal coordination	Complete
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APPENDIX E
PUBLIC MEETING PROCESS DOCUMENTATION

Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2

NOTICE OF PUBLIC MEETING ON THE DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT 2, AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public hearing on June 19, 2024, at 3:00 p.m. at 2001 Howard Road, Suite 201, Madera, California, 93637 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment 2, (2022 RTP Amendment 2), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP. The purpose of this public meeting is to receive public comments on these documents.

- The 2025 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The 2022 RTP is a long-term strategy to meet Madera County transportation needs out to the year 2046. Amendment 2 updates project and financial lists.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the Americans with Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence on May 20, 2024, and conclude on June 19, 2024. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, California, 93637 and on the [MCTC Website](#).

Public comments are welcomed at the public hearing or may be submitted in writing by June 19, 2024, at 5:00 p.m. to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on July 17, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Persons: *Draft 2025 FTIP*
 Jeff Findley, Principal Regional Planner

*Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2*

Draft 2022 RTP Amendment 2, Conformity Analysis
Dylan Stone, Principal Regional Planner

COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA
RESOLUTION NO. 24-XX

RESOLUTION ADOPTING THE MADERA COUNTY TRANSPORTATION COMMISSION
2025 FTIP, RTP AMENDMENT 2, AND CORRESPONDING CONFORMITY ANALYSIS

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2022 Regional Transportation Plan Amendment 2 (2022 RTP Amendment 2) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 Regional Transportation Plan Amendment 2 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2025 Federal Transportation Improvement Program (2025 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Madera County Transportation Commission forum and general public involvement; and

WHEREAS, the 2025 FTIP program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment 2; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the Madera County Transportation Commission has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State

*Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2*

transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2025 FTIP and 2022 RTP Amendment 2 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Madera County Transportation Commission advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by the Madera County Transportation Commission; and

WHEREAS, a public hearing was conducted on June 19, 2024, to hear and consider comments on the 2025 FTIP, 2022 RTP Amendment 2, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission adopts the 2025 FTIP Amendment, 2022 RTP Amendment 2, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission finds that the 2025 FTIP and 2022 RTP Amendment 2 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing resolution was adopted this 17th day of July 2024 by the following vote:

- Commissioner Ahmed _____
- Commissioner Gallegos _____
- Commissioner Gonzalez _____
- Commissioner Poythress _____
- Commissioner Rodriguez _____
- Commissioner Rogers _____

*Madera County Transportation Commission
DRAFT Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment 2*

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

APPENDIX F
RESPONSE TO PUBLIC COMMENTS

This appendix will be finalized after the close of public comment period.

ATTACHMENT 4

DRAFT PUBLIC NOTICE AND ADOPTION RESOLUTION

NOTICE OF PUBLIC HEARING ON THE DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT 2, AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public hearing on June 19, 2024, at 3:00 p.m. at 2001 Howard Road, Suite 201, Madera, California, 93637 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment 2, (2022 RTP Amendment 2), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP. The purpose of this public meeting is to receive public comments on these documents.

- The 2025 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The 2022 RTP is a long-term strategy to meet Madera County transportation needs out to the year 2046. Amendment 2 updates project and financial lists.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the Americans with Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence on May 20, 2024, and conclude on June 19, 2024. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, California, 93637 and on the [MCTC Website](#).

Public comments are welcomed at the public hearing or may be submitted in writing by June 19, 2024, at 5:00 p.m. to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on July 17, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Persons: *Draft 2025 FTIP*
Jeff Findley, Principal Regional Planner

Draft 2022 RTP Amendment 2, Conformity Analysis
Dylan Stone, Principal Regional Planner

BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA
RESOLUTION NO. 24-XX

RESOLUTION ADOPTING THE MADERA COUNTY TRANSPORTATION COMMISSION
2025 FTIP, RTP AMENDMENT 2, AND CORRESPONDING CONFORMITY ANALYSIS

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2022 Regional Transportation Plan Amendment 2 (2022 RTP Amendment 2) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 Regional Transportation Plan Amendment 2 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2025 Federal Transportation Improvement Program (2025 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Madera County Transportation Commission forum and general public involvement; and

WHEREAS, the 2025 FTIP program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment 2; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the Madera County Transportation Commission has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2025 FTIP and 2022 RTP Amendment 2 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Madera County Transportation Commission advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by the Madera County Transportation Commission; and

WHEREAS, a public hearing was conducted on June 19, 2024, to hear and consider comments on the 2025 FTIP, 2022 RTP Amendment 2, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission adopts the 2025 FTIP Amendment, 2022 RTP Amendment 2, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission finds that the 2025 FTIP and 2022 RTP Amendment 2 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing resolution was adopted this 17th day of July 2024 by the following vote:

- Commissioner Ahmed _____
- Commissioner Gallegos _____
- Commissioner Gonzalez _____
- Commissioner Poythress _____
- Commissioner Rodriguez _____
- Commissioner Rogers _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 5-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum regarding the legislative calendar, bills of interest, and the status of the State Budget. Mr. Khouri will provide a verbal update during the MCTC Policy Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



June 13, 2024

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

RE: **STATE LEGISLATIVE UPDATE – JUNE**

General Outlook

The legislature is contemplating legislation in policy committees in the second house (Assembly bills in the Senate, Senate bills in the Assembly). These bills must progress to the respective Appropriations Committee by July 3. Bills heading to the Appropriations Committee must progress to the Floor by August 16. The 2024 Calendar states that August 31 will be the final day of the 2023-24 Legislative Session. Governor Newsom will have until September 30 to sign or veto legislation. The Big Three - Governor Newsom, Senate President pro-Tempore Mike McGuire, and Assembly Speaker Robert Rivas are finalizing negotiations on the FY 2024-25 State Budget, which must be enacted by the legislature on June 15 and signed by the Governor by June 30.

Bills of Interest

AB 6 (Friedman), as amended on May 30, this bill would strengthen the authority of the California Air Resources Board (CARB) over Sustainable Communities Strategies (SCS) submitted by metropolitan planning organizations (MPO), such as the Madera County Transportation Commission (MCTC), by allowing CARB to reject an SCS if it determines that the SCS is unlikely to be implemented. The bill also removes the 2050 sunset on updating regional greenhouse gas emission targets, allows CARB to dismiss projects that have environmental clearance if CARB does not want it included in an SCS, and requires wildlife crossings to be considered in an SCS. **Status:** Senate Transportation Committee. The author withdrew the bill from a hearing on June 11, but it is still eligible to be heard through July 3. MCTC has an oppose position.

State Budget Update – Transportation Impacts

On May 10, Governor Newsom released his May Revision to the proposed FY 2024-25. The following is a summary of programs of interest to MCTC and their status.

- **Transit Intercity Rail Capital Formulaic Program**—A delay, from FY 24-25 to 25-26, of \$1.3 billion of formulaic Transit and Intercity Rail Capital Program funds provided in SB 125, leaving \$1 billion for this program in FY 24-25. Additionally, the Budget proposes to shift \$261.4 million

of the remaining \$1 billion in FY 24-25 from the General Fund to the GGRF. This fund shift will have no programmatic impact. **Legislative Leadership Action:** The Assembly Speaker and Senate President pro-Tempore agreed with the Governor’s proposal to hold the program harmless.

- **Transit Capital and Intercity Rail Capital Program** – A reduction of \$148 million in unused funds from Cycle 6, which is from the \$1.8315 billion balance dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura. **Legislative Leadership Action:** The Assembly Speaker and Senate President pro-Tempore rejected the cut to the program harmless.
- **Regional Early Action Planning Grants** – In January, Governor Newsom proposed a reversion of a \$300 million General Fund for REAP 2.0. This is a flexible program that accelerates progress toward our state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 is administered by the California Department of Housing and Community Development (HCD) in collaboration with the Governor’s Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). Through this program, approximately \$510 million flows directly to Metropolitan Planning Organizations (MPOs); \$30 million is set aside for eligible entities in smaller counties in non-MPO regions and for tribal entities; and \$30 million is set aside for the Higher Impact Transformative allocation for all eligible entities (i.e., city, county, transit agency, tribal entity, etc.). **Leadership Action:** The Assembly Speaker and Senate President pro-Tempore rejected \$250 million of the \$300 million in cuts to help save the program. Monitoring to ensure no line-item veto potential.

MCTC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors	6/14/2023 Senate Transportation Two-year bill	This bill would require the State Air Resources Board, after January 1, 2024, and not later than September 30, 2026, to establish additional greenhouse gas emission targets for automobiles and light trucks for 2035 and 2045, respectively. This bill would additionally require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.	Watch
AB 7 (Friedman) Transportation: project selection processes	9/11/23 Senate Floor Two-year bill	As amended on June 28, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.	Oppose
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	5/1/24 Senate Local Government Failed Passage	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	Support
AB 985 (Arambula) San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.	9/13/23 Assembly Floor- Inactive File Reconsideration granted	As amended on July 6, 2023, the bill would require the State Air Resources Board to conduct an analysis, no later than January 1, 2027, of each credit identified in the San Joaquin Valley Air Pollution Control District’s ledger of available emission reduction credits to determine if any credits were issued in violation of state, local, or district laws, rules, regulations, or procedures in place at the time of original issuance. Upon completion of the analysis, the State Air Resources Board to submit a report to the legislature with a summary of the results.	Oppose

MCTC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
AB 1904 (Ward) Transit buses: yield right-of-way sign	5/30/24 Senate Floor	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	Support
AB 2290 (Friedman) Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program	6/13/24 Senate Appropriations	As amended on April 1, this bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	Oppose
AB 2401 (Ting) Clean Cars 4 All Program	6/5/24 Senate Environmental Quality	As amended on April 9, this bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would require the Air Resources Board to update the guidelines no later January 1, 2026.	Watch
AB 2815 (Petrie-Norris) Clean Transportation Program: electric vehicle charging infrastructure	5/20/24 Senate Energy, Utilities & Communications	As amended on June 4, this bill would require the State Energy Resources Conservation and Development Commission to provide funding through a new or existing program under the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are in a publicly available parking space. The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities. Charging stations that are owned and operated by a charging network provider are not eligible for funding under the program if the charging network provider that owns the charging station received an incentive from a state agency or an incentive through a charge on ratepayers for that charging station.	Support

MCTC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
AB 2900 (Soria) Toxic air contaminant emissions: California's central valley	6/13/24 Senate Environmental Quality	As amended on May 16, this bill would require the California Air Resources Board, in order to minimize the impact of the energy transition on the supply chains in the critical agricultural sector and ensure that disadvantaged communities equitably share in the benefits of and investments in emission reductions, to establish the Small Agricultural Truck Fleet Assistance Program to provide dedicated technical and funding assistance, upon an appropriation by the Legislature for this purpose, to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks, as provided.	Support
SB 768 (Caballero) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study	6/11/24 Assembly Appropriations	As amended on May 29, 2024, this bill would require the ARB California State Transportation Agency (CalSTA), in consultation with local agencies, including Regional Transportation Planning Agencies (RTPAs), to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).	Support
SB 960 (Wiener) Transportation: planning: transit priority projects: multimodal	6/13/24 Assembly Transportation	As amended on May 17, this bill would require the Caltrans asset management plan for the state highway operation and protection program (SHOPP) to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the California Transportation Commission (CTC) to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans plain language performance report to include a description of pedestrian, bicycle, and transit facilities on each project, as specified. The bill would require the department, in consultation with the commission, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.	Watch

MCTC Bill Matrix – June 2024

Measure	Status	Bill Summary	Recommended Position
SB 961 (Wiener) Vehicles: safety equipment	6/13/24 Assembly Transportation	As amended May 8, this bill would require 50% of certain vehicles, commencing with the 2029 model year, to be equipped with a passive intelligent speed assistance system that would utilize visual and audio signals to alert the driver if the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement.	Watch
SB 1159 (Dodd) California Environmental Quality Act: roadside wildfire risk reduction projects	6/3/24 Assembly Natural Resources	As amended on April 24, this bill would require the Secretary of Natural Resources Agency and Governor’s Office of Planning and Research (OPR), in consultation with the Department of Fish and Wildlife, the Department of Forestry and Fire Protection, the State Water Resources Control Board, and other relevant state agencies, to consider including roadside projects no more than five miles from a municipality or census designated place undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical CEQA exemption if specified requirements are met.	Support
SB 1387 (Newman) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	6/13/24 Assembly Transportation	As amended on April 25, this bill would require the California Air Resources Board (ARB) to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be primarily used in furtherance of a valid commercial or business purpose. The bill would authorize the ARB to adopt regulations to implement these requirements. Same as AB 2266.	Support



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 5-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Award Contract – Madera County Regional Growth Forecast

Enclosure: No

Action: Authorize staff to negotiate and enter a contract with PlaceWorks in an amount not to exceed \$65,000 to provide services for the Madera County Regional Growth Forecast

SUMMARY:

The MCTC Board approved the release of a Request for Proposals (RFP) at its January 17, 2024 meeting, to retain a consulting firm to provide services for the Madera County Regional Growth Forecast. A link to the RFP can be found here: [RFP Madera County Regional Growth Forecast](#). Staff received three proposals. A scoring committee scored the proposals according to the established criteria, and the results of the scoring are as follows:

1. PlaceWorks – 88/100 (Proposal of \$64,727)
2. Population Reference Bureau 87/100 (Proposal of \$64,989)
3. Beacon Economics 86/100 (Proposal of \$59,450)

After conducting the RFP process, scoring, and evaluating the submitted proposals, MCTC staff and the scoring committee are recommending the MCTC Board to authorize staff to negotiate and enter into a contract with PlaceWorks in an amount not to exceed \$65,000. The term of the contract will be July 1, 2024, through February 20, 2025.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 5-D

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Award Contract – 2026 Sustainable Communities Strategy Development

Enclosure: No

Action: Authorize staff to negotiate and enter a contract with LSA Associates, Inc. in an amount not to exceed \$456,000 to provide services for the 2026 Sustainable Communities Strategy Development

SUMMARY:

The MCTC Board approved the release of a Request for Proposals (RFP) at its April 24, 2024 meeting, to retain a consulting firm to provide services for the 2026 Sustainable Communities Strategy (SCS) Development. A link to the RFP can be found here: [RFP SCS Development](#). Staff received three proposals. A scoring committee scored the proposals according to the established criteria, and the results of the scoring are as follows:

1. LSA Associates, Inc. – 84/100 (Proposal of \$455,980.12)
2. Kimley-Horn and Associates, Inc. – 82/100 (Proposal of \$464,675.34)
3. DKS Associates 71/100 (Proposal of \$449,910.00)

After conducting the RFP process, scoring, and evaluating the submitted proposals, MCTC staff and the scoring committee is recommending the MCTC Board to authorize staff to negotiate and enter into a contract with LSA Associates, Inc. in an amount not to exceed \$456,000. The term of the contract will be July 1, 2024, through February 28, 2027.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – May 29, 2024

Enclosure: Yes

Action: Approve May 29, 2024, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for the May 29, 2024, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

EXECUTIVE MINUTES

Date: April 24, 2024

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Waseem Ahmed
Commissioner Cecelia Gallegos
Commissioner Leticia Gonzalez
Commissioner Jose Rodriguez
Commissioner David Rogers
Commissioner Robert Poythress

Members Absent: None

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

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



1. **CALL TO ORDER by Chair Gonzalez**
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 Gonzalez 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. Fiscal Year (FY) 2025 and 2026 Multimodal Project Discretionary Grant Opportunity (MPDG)

Action: Information and Discussion Only

4-B. Safe Streets and Roads for All (SS4A) FY 2024 Notice of Funding Opportunity

Action: Information and Discussion Only

4-C. Active Transportation Infrastructure Investment Program (ATIIP) Fiscal Year (FY) 2023 Notice of Funding Opportunity

Action: Information and Discussion Only

4-D. FTA Section 5311 Call for Projects

Action: Information and Discussion Only

4-E. Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2023-24

Action: Approve LCTOP List of Projects, Resolution 24-03

- 4-F. 2024 SB 1 Programs Guidelines Development Workshops
Action: Information and Discussion Only
- 4-G. Final Locally Sponsored Project Initiation Document (PID) Alignment Guidance
Action: Information and Discussion Only
- 4-H. Sustainable Communities Strategy for the 2026 Regional Transportation Plan – Request for Proposals
Action: Approve release for Sustainable Communities Strategies for the 2026 Regional Transportation Plan – Request for Proposals
- 4-I. Madera Transit Station Specific Plan Workshop
Action: Information and Discussion Only
- 4-J. Letters of Support - Valley Rail Projects Grant Funding Applications
Action: Approve Letters of Support
- 4-K. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 15 – (Type 1 – Administrative Modification)
Action: Ratify
- 4-L. Update Expedited Project Selection Procedures (EPSP)
Action: Approve the Update to the Expedited Project Selection Procedures (EPSP)
- 4-M. Congestion Mitigation and Air Quality (CMAQ) Program Award of Projects List
Action: Approve MCTC CMAQ Program Award List
- 4-N. Carbon Reduction Program (CRP) Award of Projects List
Action: Approve MCTC CRP Program Award List
- 4-O. Draft Caltrans System Investment Strategy (CSIS) Comment Letter
Action: Information and Discussion Only
- 4-P. Draft CalVans Joint Powers Authority Agreement Revision
Action: Circulate Draft CalVans Joint Powers Authority Agreement for Review

Transportation Consent Calendar Action on Items 4A-4P

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Vote passed 6-0	

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. PUBLIC HEARING: 2024-25 Unmet Transit Needs

Action: Receive Public Comments Regarding Unmet Transit Needs for FY 2024-25

Chair Gonzalez opened the floor for public comment. The following public comments were received:

Cynthia Ortegon, Chair, City of Madera Transit Advisory Board, member of the City of Madera ADA Advisory Board, is unable to attend public meetings after 5:00 pm because Dial A Ride does not provide service after 5:00 pm. Proponent of microtransit.

Andrea Uribe, Leadership Counsel for Justice and Accountability, highlighted comments received from the La Vina Unmet Transit Needs Workshop related to safety. La Vina residents need lighting at bus stops and the pathways from their home to the bus stops. A resident had an appointment run late and missed her bus. Residents do not feel safe relying on the bus for fear of being stranded. This discourages people from using the bus in general. Safety is important outside the physical bus ride and residents need to feel safe to and from their bus stop. More infrastructure is needed at the bus stops.

Dan Metz, Sierra Citizens, is unsure how much input was received from elderly and disabled residents from outlying areas such as Oakhurst. Oakhurst has an elderly community and others needing rides to medical appointments, primarily in Fresno, and asked which transit options are available. Has requested information regarding the input that has been received, number of workshops, and how many attended. He is doubtful there will be much input from the elderly and disabled in the eastern county and outlying areas due to inability to attend and lack of access to internet.

5-B. 2024 State Transportation Improvement Program (STIP) Adopted

Action: Information and Discussion Only

5-C. CalVans Legislative Day Recap

Action: Information and Discussion Only

5-D. State Route 99 Comprehensive Multimodal Corridor Plan (CMCP) Update

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

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	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 – March 20, 2024

Action: Approve March 20, 2024, Meeting Minutes

7-B. Transportation Development Act (LTF) – Allocation, Resolution 22-09 Amendment No. 4

Action: Approve Resolution 22-09 Amendment No. 4

7-C. Transportation Development Act (LTF, STA) – Allocation, Resolution 23-09 Amendment No. 5 and Resolution 23-10 Amendment No. 4

Action: Approve Resolution 23-09 Amendment No. 5 and Resolution 23-10 Amendment No. 4

7-D. Proposed FY 2024-25 Member Assessment Fees

Action: Approve proposed 2024-25 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget

7-E. Madera County Transportation Commission (MCTC) Financial and Transportation Development Act Fund Audit for Fiscal Year ended June 30, 2023

Action: Accept MCTC Financial and TDA Fund Audit for FY ended June 30, 2023

Administrative Consent Action on Items 7A-7E

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



8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2024-25 Overall Work Program (OWP) and Line-Item Budget

Action: Approve 2024-25 Overall Work Program (OWP) and Line-Item Budget – Resolution 24-04

8-B. Triennial Performance Audits FYs 2020-2023

Action: Accept Triennial Performance Audits of MCTC, the County of Madera, the City of Madera, and the City of Chowchilla

Administrative Action/Discussion on Items 8A-8B

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the circulation of the Draft 2024-25 Overall Work Program and Budget for agency review. A vote was called, and the motion carried.

Roll call for votes:

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

Vote passed 6-0

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.

NONE

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Madera County Transportation Measure Tracking Survey Results, and Measure T Renewal Update

Action: Information and Discussion Only. Direction may be provided



Chair Gonzalez opened the floor for public comment. The following public comments were received:

Janice Gomes, resident of Madera County, stated people may have thought the previous measure renewal was a tax increase and not an extension. Director Taylor clarified, the current ballot measure is also an extension and not a tax increase.

Andrea Uribe, Leadership Counsel for Justice and Accountability, requested estimates regarding total amount of funding from the current measure that has been used in disadvantaged communities, the current set aside for disadvantaged communities, and how much is currently being spent in disadvantaged communities.

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- A Special Meeting will be held June 12, 2024 for the first reading of the Measure T Ordinance
- The May 2024 Policy Board Meeting has been rescheduled from May 22, 2024 to May 29, 2024.
- Recognized Administrative Professionals Day

11-B. Items from Caltrans

Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on the following: Annual Caltrans Worker Memorial April 25 in Visalia, various grant application deadlines, CalSTA listening session, South Madera 6 lane 7-12 segment project update, Madera 17-21 project update, Madera 145 CAPM project update, Cottonwood Creek project update, Madera Ranchos Rehabilitation project update, and Chowchilla Rehabilitation project meeting April 24, 2024.

11-C. Items from Commissioners

None

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 4:43 pm.



Next meeting scheduled for Wednesday, May 29, 2024

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is positioned above the typed name.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA) Fund Compliance Audit for Fiscal Year ended June 30, 2023: City of Chowchilla

Enclosure: Yes

Action: Accept TDA Compliance Audit Report for FY ended June 30, 2023: City of Chowchilla

SUMMARY:

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2023, for the City of Chowchilla. This report was done in accordance with Section 99245 of the Public Utilities Code by Price Paige & Company.

We are pleased to report that there are no adverse findings.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

City of Chowchilla | California
Transportation Development Act Funds
Financial Statements
For the Years Ended June 30, 2023 and 2022

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INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
 Madera County Transportation Commission
 Madera, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the years ended June 30, 2023 and 2022, and the related notes to the financial statements, which collectively comprise the TDA Funds of the City's financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Funds of the City, as of June 30, 2023 and 2022, and the respective changes in financial position, for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 1, the financial statements of the TDA Funds of the City are intended to present the financial position and the changes in financial position of only that portion of the funds of the City that is attributable to the transactions related to the TDA Funds. They do not purport to, and do not present fairly the financial position of the City as of June 30, 2023 and 2022, or the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

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 Clovis, CA 93611

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In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control as it relates to TDA Funds. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 15–17 be presented to supplement the financial statements. Such information is the responsibility of management and, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 6, 2024, on our consideration of the City's internal control over financial reporting as it relates to the TDA Funds, and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the TDA Funds.

Price Pange & Company

Clovis, California
June 6, 2024

FINANCIAL STATEMENTS

Balance Sheet

	Street & Road Fund	Transit Fund	Total
ASSETS			
Cash and investments	\$ 907,891	\$ -	\$ 907,891
Receivables:			
Due from LTF	1,158,858	552,089	1,710,947
Due from other governmental agencies	20,463	4,500	24,963
	<u>\$ 2,087,212</u>	<u>\$ 556,589</u>	<u>\$ 2,643,801</u>
LIABILITIES			
Accounts payable	\$ 165,237	7,537	\$ 172,774
Due to other funds	-	603,873	603,873
	<u>165,237</u>	<u>611,410</u>	<u>776,647</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenues	943,232	498,967	1,442,199
	<u>943,232</u>	<u>498,967</u>	<u>1,442,199</u>
FUND BALANCES			
Restricted for:			
Highways and streets	978,743	-	978,743
Unassigned	-	(553,788)	(553,788)
	<u>978,743</u>	<u>(553,788)</u>	<u>424,955</u>
Total fund balances (deficit)	<u>978,743</u>	<u>(553,788)</u>	<u>424,955</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 2,087,212</u>	<u>\$ 556,589</u>	<u>\$ 2,643,801</u>

Balance Sheet

	Street & Road Fund	Transit Fund	Total
ASSETS			
Cash and investments	\$ 1,766,230	\$ -	\$ 1,766,230
Receivables:			
Due from LTF	199,006	465,156	664,162
Due from other governmental agencies	7,245	-	7,245
Prepaid expenses	-	11,681	11,681
	<u>1,972,481</u>	<u>476,837</u>	<u>2,449,318</u>
Total assets	<u>\$ 1,972,481</u>	<u>\$ 476,837</u>	<u>\$ 2,449,318</u>
LIABILITIES			
Accounts payable	\$ 524,437	\$ 3,043	\$ 527,480
Due to other funds	-	467,079	467,079
	<u>524,437</u>	<u>470,122</u>	<u>994,559</u>
Total liabilities	<u>524,437</u>	<u>470,122</u>	<u>994,559</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenues	159,265	287,991	447,256
	<u>159,265</u>	<u>287,991</u>	<u>447,256</u>
Total deferred inflows of resources	<u>159,265</u>	<u>287,991</u>	<u>447,256</u>
FUND BALANCES			
Restricted for:			
Highways and streets	1,288,779	-	1,288,779
Unassigned	-	(281,276)	(281,276)
	<u>1,288,779</u>	<u>(281,276)</u>	<u>1,007,503</u>
Total fund balances (deficit)	<u>1,288,779</u>	<u>(281,276)</u>	<u>1,007,503</u>
	<u>\$ 1,972,481</u>	<u>\$ 476,837</u>	<u>\$ 2,449,318</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 1,972,481</u>	<u>\$ 476,837</u>	<u>\$ 2,449,318</u>

CITY OF CHOWCHILLA TRANSPORTATION DEVELOPMENT ACT FUNDS | FOR THE YEAR ENDED JUNE 30, 2023
 Statement of Revenues, Expenditures and Changes in Fund Balances

Item 7-7-B.

	Street & Road Fund	Transit Fund	Total
REVENUES			
Other transit revenues	\$ -	\$ 262,913	262,913
Other non-transit revenues	251,634	-	251,634
Other intergovernmental revenues	485,703	4,903	490,606
Transit bus ticket sales	-	25,827	25,827
	<u>737,337</u>	<u>293,643</u>	<u>1,030,980</u>
EXPENDITURES			
Current:			
Traffic signal maintenance	123	-	123
Street maintenance	892,782	-	892,782
Transit bus costs	-	504,560	504,560
Capital outlay - transit	-	97,811	97,811
Capital outlay - streets	2,436,317	-	2,436,317
	<u>3,329,222</u>	<u>602,371</u>	<u>3,931,593</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(2,591,885)</u>	<u>(308,728)</u>	<u>(2,900,613)</u>
OTHER FINANCING SOURCES (USES)			
Transfers in	2,501,791	36,216	2,538,007
Transfers out	(219,942)	-	(219,942)
	<u>2,281,849</u>	<u>36,216</u>	<u>2,318,065</u>
Total other financing sources (uses)	<u>2,281,849</u>	<u>36,216</u>	<u>2,318,065</u>
Net change in fund balances	(310,036)	(272,512)	(582,548)
Fund balances (deficit) - beginning	<u>1,288,779</u>	<u>(281,276)</u>	<u>1,007,503</u>
Fund balances (deficit) - ending	<u>\$ 978,743</u>	<u>\$ (553,788)</u>	<u>\$ 424,955</u>

CITY OF CHOWCHILLA TRANSPORTATION DEVELOPMENT ACT FUNDS | FOR THE YEAR ENDED JUNE 30, 2022
 Statement of Revenues, Expenditures and Changes in Fund Balances

Item 7-7-B.

	Street & Road Fund	Transit Fund	Total
REVENUES			
LTF - non-transit allocations	\$ 140,470	\$ -	\$ 140,470
STA - transit allocation claims	-	245,902	245,902
Other transit revenues	-	483	483
Other non-transit revenues	100,443	-	100,443
Other intergovernmental revenues	-	74,481	74,481
Transit bus ticket sales	-	21,645	21,645
	<u>240,913</u>	<u>342,511</u>	<u>583,424</u>
EXPENDITURES			
Current:			
Transit capital improvement	-	58,531	58,531
Street maintenance	854,344	-	854,344
Transit bus costs	-	464,336	464,336
	<u>854,344</u>	<u>522,867</u>	<u>1,377,211</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(613,431)</u>	<u>(180,356)</u>	<u>(793,787)</u>
OTHER FINANCING SOURCES (USES)			
Transfers in	<u>734,025</u>	<u>5,250</u>	<u>739,275</u>
Total other financing sources (uses)	<u>734,025</u>	<u>5,250</u>	<u>739,275</u>
Net change in fund balances	120,594	(175,106)	(54,512)
Fund balances (deficit) - beginning	<u>1,168,185</u>	<u>(106,170)</u>	<u>1,062,015</u>
Fund balances (deficit) - ending	<u>\$ 1,288,779</u>	<u>\$ (281,276)</u>	<u>\$ 1,007,503</u>

NOTES TO THE FINANCIAL STATEMENTS

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION

A. Description of Reporting Entity

The accompanying financial statements present only the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, or the changes in the financial position of the City with accounting principles generally accepted in the United States of America.

B. Basis of Accounting and Measurement Focus

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The TDA Funds' significant accounting policies are described below.

The TDA Funds are accounted for in governmental funds. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds, are Local Transportation Fund (LTF) allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

C. Fund Accounting

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for as a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

The TDA Funds are governmental funds specifically categorized as special revenue funds and are used to account for the proceeds of specific revenue sources that are legally restricted to street and road, and community development expenditures.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable for failure to meet prescribed compliance requirements, and are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

D. Use of Estimates

The preparation of the financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

E. Public Transportation Fund

The City records the transit allocations of both the City of Chowchilla and the County of Madera for Chowchilla Area Transit Express (CATX) service in the Transit Fund. The CATX is a general public, curb-to-curb, demand-response system operated by the City of Chowchilla.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**E. Public Transportation Fund** (Continued)

The City and County's agreement to fund costs of the CATX service provides for the County to reimburse the City at a fixed rate per annum.

The City collects fare proceeds and has allocated them to the County based upon the terms of the Inter-Agency Agreement.

The City submits requests for reimbursement of costs, net of transit revenues, to the Madera County Transportation Commission (Madera CTC) on behalf of both the City and County.

F. Due from Other Governmental Agencies

Claims made for reimbursement of costs incurred during the fiscal years have been accrued as due from the Madera CTC or due from other governmental agencies in the same fiscal year.

G. Unavailable Revenues

In the fund financial statements, unavailable revenues are recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenues for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. Typical transactions for which unavailable revenues are recorded are grants when funding requirements have been met, but the related funding is not yet available. The TDA Funds have unavailable revenues balances which totaled \$943,232 and \$498,967 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2023 and \$159,625 and \$287,991 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2022.

H. Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable – Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted – Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed – Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned – Amounts that do not meet the criteria to be classified as restricted or committed, but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted, or committed, must be designated as assigned fund balance.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

H. Fund Balance Classification (Continued)

Unassigned – This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

NOTE 2 – CASH AND INVESTMENTS

TDA Funds participate in the City’s cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the fund as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the years ended June 30 2023 and 2022, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City’s financial statements.

NOTE 3 – TRANSFERS

Transfers are summarized as follows for the years ended June 30:

<u>2023</u>	<u>Transfers In</u>	<u>Transfers Out</u>
Street & Road Fund	\$ 2,501,791 ⁽¹⁾	\$ 219,942 ⁽³⁾
Transit Fund	36,216 ⁽²⁾	-
Total	<u>\$ 2,538,007</u>	<u>\$ 219,942</u>
<u>2022</u>		
Street & Road Fund	\$ 734,025 ⁽⁴⁾	\$ -
Transit Fund	5,250 ⁽⁵⁾	-
Total	<u>\$ 739,275</u>	<u>\$ -</u>

- (1) Transfers in of \$2,501,791 were made from various City funds to cover operational, capital, and construction costs incurred by the Street & Road Fund for the Humboldt Street Reconstruction project and other costs such as street maintenance, Avenue 24 reconstruction project, and general street striping.
- (2) City Measure T funds were transferred to cover purchasing a new bus.
- (3) Transfers out of \$219,942 were made to the Storm Drain fund for the Humboldt Project.
- (4) Transfers in of \$734,025 were made from various City funds to cover operational and construction costs incurred by the Street & Road Fund, such as street maintenance, Avenue 16 paving project, and general street striping.
- (5) City ARPA funds were transferred to cover essential worker pay to the various funds.

NOTE 4 – FARE REVENUE RATIO

The City is required to maintain a minimum fare revenue to operating expenses ratio of 10% in accordance with the Transportation Development Act. The calculation of the fare revenue ratio is as follows for the years ended June 30:

	<u>2023</u>	<u>2022</u>
Revenues		
Fare revenues	\$ 25,827	\$ 21,645
Local support	<u>255</u>	<u>483</u>
Total fare revenues	<u>\$ 26,082</u>	<u>\$ 22,128</u>
Operating expenses	<u>\$ 602,371</u>	<u>\$ 522,867</u>
Fare revenue ratio	<u>4.33%</u>	<u>4.23%</u>

Although the City is required to maintain a fare revenue ratio of 10%, Assembly Bill 90 and Assembly Bill 149 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2023 and 2022.

NOTE 5 – DEFICIT FUND EQUITY

A. Transit System Fund

Deficits in the fund balance at June 30, 2023 and 2022, in the amounts of \$553,788 and \$281,276 respectively, were due to expenditures in excess of revenues. This deficit is expected to be alleviated through future revenues or transfers from other funds.

NOTE 6 – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement. During the years ended June 30, 2023 and 2022, the City did not receive additional PTMISEA funds. During the fiscal years ended June 30, 2023 and 2022, the TDA Funds had PTMISEA expenditures of \$61,595 and \$0, respectively.

NOTE 7 – LOW CARBON TRANSIT OPERATION PROGRAM (LCTOP) FUNDING

During the fiscal years ended June 30, 2023 and 2022, the City received \$42,236 and \$38,596, respectively, in additional LCTOP funds, which partially funded CATX bus and bus stop related expenditures. During the years ended June 30, 2023 and 2022, the City spent \$0 and \$45,086, respectively, of LCTOP funds on capital projects.

REQUIRED SUPPLEMENTARY INFORMATION

Budgetary Comparison Schedules
Street & Road Fund

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
LTF non-transit allocations	\$ 384,797	\$ 384,797	\$ -	\$ (384,797)
Other non-transit revenues	1,199,582	1,310,876	251,634	(1,059,242)
Other intergovernmental revenues	485,703	485,703	485,703	-
Total revenues	<u>2,070,082</u>	<u>2,181,376</u>	<u>737,337</u>	<u>(1,444,039)</u>
EXPENDITURES				
Traffic signal maintenance	-	123	123	-
Street maintenance	926,389	1,024,573	892,782	131,791
Capital outlay - streets	1,968,676	1,968,677	2,436,317	(467,640)
Total expenditures	<u>2,895,065</u>	<u>2,993,373</u>	<u>3,329,222</u>	<u>(335,849)</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(824,983)</u>	<u>(811,997)</u>	<u>(2,591,885)</u>	<u>(1,779,888)</u>
OTHER FINANCING SOURCES (USES)				
Transfers in	1,104,126	1,132,387	2,501,791	1,369,404
Transfers out	(1,000,000)	(1,000,000)	(219,942)	780,058
Total other financing sources (uses)	<u>104,126</u>	<u>132,387</u>	<u>2,281,849</u>	<u>2,149,462</u>
Net changes in fund balance	<u>\$ (720,857)</u>	<u>\$ (679,610)</u>	<u>(310,036)</u>	<u>\$ 369,574</u>
Fund balance (deficit) - beginning			<u>1,288,779</u>	
Fund balance (deficit) - ending			<u>\$ 978,743</u>	

Budgetary Comparison Schedules
Transit Fund

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
STA - transit allocation claims	\$ 162,544	\$ 212,172	\$ -	\$ (212,172)
Other transit revenues	182,247	276,024	262,913	(13,111)
Other intergovernmental revenues	291,334	297,124	4,903	(292,221)
Transit bus ticket sales	<u>22,500</u>	<u>25,827</u>	<u>25,827</u>	<u>-</u>
Total revenues	<u>658,625</u>	<u>811,147</u>	<u>293,643</u>	<u>(517,504)</u>
EXPENDITURES				
Transit bus costs	579,513	538,884	504,560	34,324
Capital outlay - transit	<u>103,504</u>	<u>204,804</u>	<u>97,811</u>	<u>106,993</u>
Total expenditures	<u>683,017</u>	<u>743,688</u>	<u>602,371</u>	<u>141,317</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(24,392)</u>	<u>67,459</u>	<u>(308,728)</u>	<u>(376,187)</u>
OTHER FINANCING SOURCES (USES)				
Transfers in	<u>24,392</u>	<u>64,392</u>	<u>36,216</u>	<u>(28,176)</u>
Total other financing sources (uses)	<u>24,392</u>	<u>64,392</u>	<u>36,216</u>	<u>(28,176)</u>
Net changes in fund balance	<u>\$ -</u>	<u>\$ 131,851</u>	<u>(272,512)</u>	<u>\$ (404,363)</u>
Fund balance (deficit) - beginning			<u>(281,276)</u>	
Fund balance (deficit) - ending			<u>\$ (553,788)</u>	

NOTE 1 – BUDGETARY INFORMATION

The City of Chowchilla, California (the City) establishes annual budgets for the Transportation Development Act Funds (TDA Funds). Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year’s expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City’s accounting system and monitored by the Finance Department as well as by the department heads.

Department heads may, with the City Administrator’s authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the TDA Funds.

NOTE 2 – EXCESS EXPENDITURE OVER APPROPRIATIONS

The City incurred expenditures in excess of appropriations in the following amounts for the year ended June 30, 2023:

	Expenditures		
	Budget	Actual	Excess
Street & Road Fund:			
Capital outlay - streets	\$ 1,968,677	\$ 2,436,317	\$ (467,640)

There were no excess expenditures for the Transit fund in the year ended June 30, 2023, and neither fund had excess expenditures in the year ended June 30, 2022.



The Place to Be

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
 AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
 STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*
 AND THE RULES AND REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT**

To the Board of Commissioners
 Madera County Transportation Commission
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States of America, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise City's TDA Funds financial statements, and have issued our report thereon dated June 6, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control), as it relates to the TDA Funds, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the TDA Funds of the City's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the TDA Funds of the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that TDA Funds allocated to and received by the City were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation

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instructions and resolutions of the Madera County Transportation Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the Rules and Regulations of the Transportation Development Act.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
June 6, 2024



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure "T" Fund Compliance Audit Report for FY ending June 30, 2023: City of Chowchilla

Enclosure: Yes

Action: Accept Measure T Compliance Audit Report for FY ending June 30, 2023: City of Chowchilla

SUMMARY:

Measure "T" Fund Compliance Audit Report for FY ending June 30, 2023 for the City of Chowchilla:

1. MCTC has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2023, for the City of Chowchilla. This report was done in accordance with Section 99245 of the Public Utilities Code by Price Paige & Company.

We are pleased to report that there are no adverse findings.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

City of Chowchilla | California

Measure T Fund

Financial Statements

For the Year Ended June 30, 2023



PRICE PAIGE & COMPANY
Certified Public Accountants

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INDEPENDENT AUDITOR'S REPORT

To the Honorable Mayor and City Council of the City of
 Chowchilla, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Measure T Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the City's Measure T financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure T Fund of the City of Chowchilla, California, as of June 30, 2023, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Measure T Fund of the City of Chowchilla, are intended to present the financial position and changes in financial position of the Measure T Fund of the City of Chowchilla. They do not purport to, and do not present fairly the financial position of the City, as of June 30, 2023, and the changes in its financial position, for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 12-13 be presented to supplement the financial statements. Such information is the responsibility of management and, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City of Chowchilla's Measure T fund financial statements. The accompanying Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source (the Schedules) are presented for purposes of additional

analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source are fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated May 21, 2024, on our consideration of the City's internal control over financial reporting as it relates to the Measure T Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City's internal control over financial reporting and compliance as it relates to the Measure T Funds.

Price Pange & Company

Clovis, California
May 21, 2024

FINANCIAL STATEMENTS

ASSETS	
Current assets:	
Cash and investments	\$ 1,786,211
Due from other funds	4,500
Due from MCTA	<u>430,517</u>
Total assets	<u>\$ 2,221,228</u>
LIABILITIES	
Current liabilities:	
Accounts payable	<u>\$ 4,500</u>
Total liabilities	<u>4,500</u>
DEFERRED INFLOWS OF RESOURCES	
Unavailable revenues	<u>348,071</u>
Total deferred inflows of resources	<u>348,071</u>
FUND BALANCE	
Restricted for highway and streets	<u>1,868,657</u>
Total fund balance	<u>1,868,657</u>
Total liabilities, deferred inflows of resources and fund balance	<u>\$ 2,221,228</u>

Statement of Revenues, Expenditures and Changes in Fund Balance

REVENUES	
Measure "T" sales tax	\$ 786,149
Unrealized gain/loss	4,599
Interest	<u>35,704</u>
Total revenues	<u>826,452</u>
EXPENDITURES	
Current:	
Highway and streets	<u>35,781</u>
Total expenditures	<u>35,781</u>
Excess (deficiency) of revenues over (under) expenditures	<u>790,671</u>
OTHER FINANCING SOURCES (USES)	
Transfers out	<u>(365,419)</u>
Total other financing sources (uses)	<u>(365,419)</u>
Net change in fund balance	425,252
Fund balance - beginning	<u>1,443,405</u>
Fund balance - ending	<u><u>\$ 1,868,657</u></u>

NOTES TO THE FINANCIAL STATEMENTS

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION

A. Description of Reporting Entity

The accompanying financial statements present only the Measure T Transportation Sales Tax Fund as recorded in the Measure T Fund (Measure T Fund) of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

B. Basis of Accounting and Measurement Focus

The financial statements of the Measure T Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Measure T Fund’s accounting policies are described below.

The Measure T Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are restricted, committed, or assigned to expenditures for specified purposes. Governmental funds are accounted for on a “current financial resources” measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the Measure T Fund are intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

C. Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

D. Due from Madera County Transportation Authority (MCTA)

Due from MCTA consists of the Measure T allocations due from Madera Commission Transportation Authority. As of June 30, 2023, the balance of \$430,517 is due to the third quarter, fourth quarter and excess disbursements of the fiscal year 2023 Measure T allocations.

E. Unavailable Revenue

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. The City received the third-quarter, fourth-quarter and excess allocations of fiscal year 2023 Measure T monies after the available period (60 days after year-end). As of June 30, 2023, the City’s total unavailable revenues were \$348,071.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION (Continued)

F. Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable – Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted – Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed – Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City’s highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned – Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

Unassigned – This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

NOTE 2 – CASH AND INVESTMENTS

The Measure T Fund participates in the City’s cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the funds as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the year ended June 30, 2023, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes of the City’s financial statements.

NOTE 3 – TRANSFERS

For the year ended June 30, 2023 the Measure T Fund transferred \$365,419 to the Streets and Roads (LTF) for street maintenance and operational costs.

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF CHOWCHILLA MEASURE T FUND | FOR THE YEAR ENDED JUNE 30, 2023
 Budgetary Comparison Schedule

Item 9-9-A.

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Measure T sales tax	\$ 593,290	\$ 809,841	\$ 786,149	\$ (23,692)
Unrealized gain/loss	-	-	4,599	4,599
Interest	7,568	23,633	35,704	12,071
Total revenues	600,858	833,474	826,452	(7,022)
EXPENDITURES				
Current:				
Highway and streets	-	32,422	35,781	(3,359)
Total expenditures	-	32,422	35,781	(3,359)
Excess (deficiency) of revenues over (under) expenditures	600,858	801,052	790,671	(10,381)
OTHER FINANCING SOURCES (USES)				
Transfers out	(754,820)	(802,402)	(365,419)	436,983
Total other financing sources (uses)	(754,820)	(802,402)	(365,419)	436,983
Net change in fund balance	\$ (153,962)	\$ (1,350)	425,252	\$ 426,602
Fund balance - beginning			1,443,405	
Fund balance - ending			<u>\$ 1,868,657</u>	

NOTE 1 – BUDGETARY INFORMATION

The City of Chowchilla, California (the City) establishes annual budgets for the Measure T Fund. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year’s expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City’s accounting system and monitored by the Finance Department, as well as by the department heads.

Department heads may, with the City Administrator’s authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year in which the applicable purchase orders are to be made. Budgeted amounts are maintained as originally adopted until further amended as described above. The level of control (level at which expenditures may not exceed budget) is at the fund levels for the Measure T Fund.

NOTE 2 – EXCESS OF EXPENDITURES OVER APPROPRIATIONS

As of June 30, 2023, expenditures exceeded appropriations in individual fund as follows:

Measure T Fund:

Current:		
Highway and streets	\$	3,359

SUPPLEMENTARY INFORMATION

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Fund Total
ASSETS					
Current assets:					
Cash and investments	\$ 876,166	\$ 565,779	\$ 155,471	\$ 188,795	\$ 1,786,211
Due from other funds	4,500	-	-	-	4,500
Due from MCTA	<u>169,790</u>	<u>233,560</u>	<u>13,584</u>	<u>13,583</u>	<u>430,517</u>
Total assets	<u>\$ 1,050,456</u>	<u>\$ 799,339</u>	<u>\$ 169,055</u>	<u>\$ 202,378</u>	<u>\$ 2,221,228</u>
LIABILITIES					
Current liabilities:					
Accounts payable	\$ 4,500	\$ -	\$ -	\$ -	\$ 4,500
Total liabilities	<u>4,500</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4,500</u>
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenues	<u>169,790</u>	<u>151,114</u>	<u>13,584</u>	<u>13,583</u>	<u>348,071</u>
Total deferred inflows of resources	<u>169,790</u>	<u>151,114</u>	<u>13,584</u>	<u>13,583</u>	<u>348,071</u>
FUND BALANCES					
Restricted for highway and streets	<u>876,166</u>	<u>648,225</u>	<u>155,471</u>	<u>188,795</u>	<u>1,868,657</u>
Total fund balances	<u>876,166</u>	<u>648,225</u>	<u>155,471</u>	<u>188,795</u>	<u>1,868,657</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 1,050,456</u>	<u>\$ 799,339</u>	<u>\$ 169,055</u>	<u>\$ 202,378</u>	<u>\$ 2,221,228</u>

Schedule of Revenues and Expenditures by Funding Source

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Fund Total
REVENUES					
Measure T sales tax	\$ 331,936	\$ 401,103	\$ 26,555	\$ 26,555	\$ 786,149
Unrealized gain/loss	1,967	1,753	443	436	4,599
Interest	15,574	13,544	3,320	3,266	35,704
Total revenues	<u>349,477</u>	<u>416,400</u>	<u>30,318</u>	<u>30,257</u>	<u>826,452</u>
EXPENDITURES					
Current:					
Highway and streets	<u>1,436</u>	<u>33,702</u>	<u>324</u>	<u>319</u>	<u>35,781</u>
Total expenditures	<u>1,436</u>	<u>33,702</u>	<u>324</u>	<u>319</u>	<u>35,781</u>
Excess (deficiency) of revenues over (under) expenditures	<u>348,041</u>	<u>382,698</u>	<u>29,994</u>	<u>29,938</u>	<u>790,671</u>
OTHER FINANCING SOURCES (USES)					
Transfers out	<u>(60,297)</u>	<u>(268,906)</u>	<u>(36,216)</u>	<u>-</u>	<u>(365,419)</u>
Total other financing sources (uses)	<u>(60,297)</u>	<u>(268,906)</u>	<u>(36,216)</u>	<u>-</u>	<u>(365,419)</u>
Net change in fund balances	287,744	113,792	(6,222)	29,938	425,252
Fund balances - beginning	<u>588,422</u>	<u>534,433</u>	<u>161,693</u>	<u>158,857</u>	<u>1,443,405</u>
Fund balances - ending	<u>\$ 876,166</u>	<u>\$ 648,225</u>	<u>\$ 155,471</u>	<u>\$ 188,795</u>	<u>\$ 1,868,657</u>



The Place to Be

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE
RULES AND REGULATIONS OF THE MEASURE T ENABLING LEGISLATION**

To the Honorable Mayor and the City Council of the City of
 Chowchilla, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure T Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Measure T Fund's financial statements, and have issued our report thereon dated May 21, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Measure T Fund's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the

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Measure T Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the Measure T Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
May 21, 2024



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 9-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Annual Report

Enclosure: Yes

Action: Accept the Measure T Citizens' Oversight Committee Annual Report

SUMMARY:

The Measure T Citizens' Oversight Committee met June 12, 2024, to receive updates from local agencies and testimony from independent financial auditors. The Committee has reviewed all the audited Measure T Financial Statements and reports of the independent auditors from July 2022 to June 2023 and concurs that Measure T expenditures are in accordance with the Measure T Program. A copy of the Annual Report is included in the agenda packet.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

To the Residents of Madera County

The Measure T Citizens' Oversight Committee is pleased to announce the findings of the review of fiscal year 2023 Measure T revenues and expenditures. In the sixteenth year of the Measure T program, **revenues totaled over \$15.99 million.** Construction and engineering work continued on many regional and local projects. The local agencies spent over **\$11.84 million on local projects** including road rehabilitation, maintenance, transit, and pedestrian/bicycle facility projects. Expenditures on **regional projects totaled \$4.7 million** on projects and **\$4.6 million for debt service payments**, including paying off some bonds early saving approximately \$176,000 in interest costs.

The City of Madera continued to spend funds to install sidewalks on Schnoor Avenue, around Washington Elementary, and at other various locations. Funds were also spent on the Almond/Pine Street Traffic Study as well as to install the D Street/South Street Traffic Signal. **The City of Chowchilla** completed the Humboldt Storm Drainage and Street Rehab project as well as the environmental work on the SR 233 Interchange Operational Improvement project in partnership with Caltrans. They also began work on the Chowchilla Boulevard Rehab project. **The County of Madera** completed work on various maintenance and road repair projects throughout the county. Construction work on the Oakhurst Midtown Connector (River Parkway Road) project was completed as well as construction work continued on the Road 200 Finegold Creek Bridge project. In partnership with the Army Corp of Engineers, the County completed construction work on the Avenue 26 Rehab project.

The Measure T financial statements for the fiscal year 2023 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 2022 to June 2023 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.

Measure T Citizens' Oversight Committee

District 1 Janice Gomes

District 2 Wayne Chapman

District 3 Joe Moreno

District 4 Max Rodriguez, Vice Chair

Member At Large Terry Flanagan, Chair

Member At Large April Molina



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 9-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2024-25 Draft Annual Work Program

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Per Authority policy the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure T program. The AWP recognizes funds available for projects according to the Measure T Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. The Draft AWP only includes budgets for the 2024-25 fiscal year and does not yet contain any prior year reports. The final Annual Work Program will be presented for approval at the September 18, 2024 Policy Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



ANNUAL WORK PROGRAM

DRAFT

Fiscal Year
2024-25

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$218 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$111.18 million or 51%.

Authorizes major new projects to:

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

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

- **\$56.68 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$54.5 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

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

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$95.92 million or 44%.

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

- **\$47.415 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$47.415 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

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

- About **\$1.09 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

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

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.36 million or 2%.

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

- **\$3.9894 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive approximately **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.7 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
 - Carpools
- The remaining **\$370,600** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

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

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.36 million or 2%.

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

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

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

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.18 million or 1%.

Measure funding is provided to the Authority to:

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

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

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



FY 2024-25 Measure T Allocation

Gross Allocation	16,200,000.00
Deductions	0.00
Net Allocation	<u>16,200,000.00</u>

Jurisdiction	Population	Rate
County	79,168	0.49689
Madera	66,560	0.41775
Chowchilla	13,600	0.08536
	<u>159,328</u>	

Measure T Programs	Percent	Amount	County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 8,262,000.00				
Regional Streets and Highways Program	26.00%	\$ 4,212,000.00				\$ 4,212,000.00
Regional Rehab	25.00%	\$ 4,050,000.00	\$ 2,012,392.05	\$ 1,691,906.01	\$ 345,701.94	
Safe Routes to School & Jobs	44.00%	\$ 7,128,000.00				
Street Maintenance	13.00%	\$ 2,106,000.00	\$ 1,046,443.86	\$ 879,791.13	\$ 179,765.01	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,417,500.00	\$ 704,337.21	\$ 592,167.10	\$ 120,995.69	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,523,500.00	\$ 1,750,781.09	\$ 1,471,958.22	\$ 300,760.69	\$ 3,523,500.00
ADA Compliance	0.50%	\$ 81,000.00	\$ 40,247.84	\$ 33,838.12	\$ 6,914.04	
Transit Enhancement Program	2.00%	\$ 324,000.00				
Madera County	0.909309%	\$ 147,308.00	\$ 147,308.00			
City of Madera	0.764483%	\$ 123,846.17		\$ 123,846.17		
City of Chowchilla	0.156209%	\$ 25,305.83			\$ 25,305.83	
ADA/Seniors/Paratransit	0.17%	\$ 27,540.00	\$ 13,684.27	\$ 11,504.96	\$ 2,350.77	
Environmental Enhancement Prog.	2.00%	\$ 324,000.00	\$ 160,991.37	\$ 135,352.48	\$ 27,656.15	
Administration/Planning	1.00%	\$ 162,000.00				\$ 162,000.00
		TOTAL	\$ 4,125,404.60	\$ 3,468,405.97	\$ 708,689.43	\$ 7,897,500.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$4,218,694	\$0	\$4,212,000	\$0	\$1,413,576	\$7,017,118
Flexible Program	\$5,543,318	\$0	\$3,523,500	\$0	\$5,647,926	\$3,418,892
Admin/Planning/Other	\$0	\$0	\$162,000	\$150,000	\$298,590	\$13,410
TOTALS	\$9,762,012	\$0	\$7,897,500	\$150,000	\$7,360,092	\$10,449,420

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$2,012,392	\$0	\$2,012,392
Safe Routes to School & Jobs (Local)	\$0	\$0	\$1,791,029	\$0	\$1,791,029
Transit Enhancement Program (Public)	\$0	\$0	\$160,992	\$0	\$160,992
Environmental Enhancement Program	\$0	\$0	\$160,992	\$0	\$160,992
TOTALS	\$0	\$0	\$4,125,405	\$0	\$4,125,405

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$11,410,736	\$0	\$1,691,906	\$12,813,948	\$288,694
Safe Routes to School & Jobs (Local)	\$3,519,637	\$0	\$1,505,796	\$4,522,150	\$503,283
Transit Enhancement Program (Public)	\$772,504	\$0	\$135,351	\$400,000	\$507,855
Environmental Enhancement Program	\$232,465	\$0	\$135,352	\$221,400	\$146,417
TOTALS	\$15,935,342	\$0	\$3,468,405	\$17,957,498	\$1,446,249

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$641,573	\$0	\$345,702	\$71,000	\$916,275
Safe Routes to School & Jobs (Local)	\$600,678	\$0	\$307,675	\$377,622	\$530,731
Transit Enhancement Program (Public)	\$72,892	\$0	\$27,657	\$73,426	\$27,123
Environmental Enhancement Program	\$97,274	\$0	\$27,656	\$0	\$124,930
TOTALS	\$1,412,417	\$0	\$708,690	\$522,048	\$1,599,059

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$218,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2024-25 a total of \$16,200,000 is estimated to be allocated. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

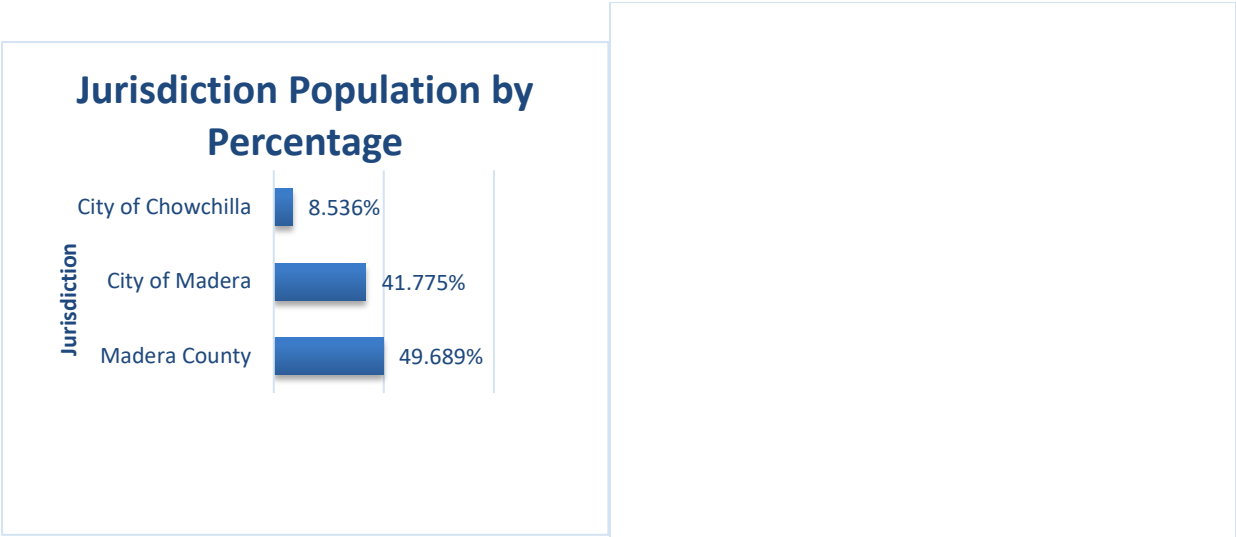
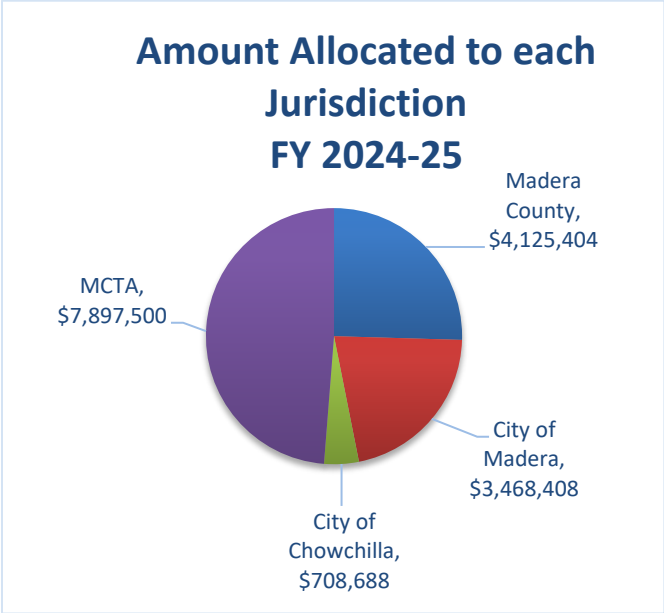


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2024-25 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 2024-25



Commute Corridors/Farm to Market (Regional)

				<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>				\$4,218,694	\$0	\$4,212,000	\$0	\$8,430,694
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total		
SR 41 Passing Lanes						\$		0
SR 233 Interchange		1,202,667				\$		1,202,667
Bond Debt Service					\$ 210,909	\$		210,909
Reserve for Next Fiscal Year						\$		7,017,118
Total Projects						\$		8,430,694
Balance						\$		-

Administration/Planning Program

		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$0	\$0	\$162,000	\$150,000	\$312,000
Project	Budget					
Salaries & Benefits	\$ 74,590					
Audits, Fin. Asst.	\$ 51,000					
MCTA Conf/Travel/Other	\$ 17,000					
Renewal Plan	\$ 150,000					
General Proj Dev Costs	\$ 6,000					
Total Projects	\$ 298,590					
Balance	\$ 13,410					

Other Funds Allocated to MCTA

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<u>Other Funds (Flexible, Impact Fees, Local)</u>	\$5,543,318	\$0	\$3,523,500	\$0	\$9,066,818	
<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ 2,041,798	\$ 3,469,575	\$ -	\$ -	\$ 5,511,373
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bond Debt Service					\$ 136,553	\$ 136,553
Reserve for Next Fiscal Year						\$ 3,418,892
				Total Projects	\$ 9,066,818	
				Balance	\$ -	
	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account		\$ 2,041,798	\$ 3,469,575			\$ 5,511,373
Impact Fees						\$ -
Local Funds						\$ -

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

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

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

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 759,000	\$ 5,875,000	\$ 6,862,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 2,038,000	\$ 4,425,000	\$ 7,601,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 19,464,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 12,389,000	\$ 12,389,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 7,507,000	\$ 9,307,000
<i>Other</i>							\$ 11,000,000	\$ 11,000,000
								\$ 32,696,000
Road 200 Phase III - Fine Gold Creek Bridge								
<i>Measure T Regional</i>							\$ 4,127,500	\$ 4,127,500
<i>Flexible Program</i>							\$ 3,452,500	\$ 3,452,500
<i>Other</i>							\$ 4,787,000	\$ 4,787,000
								\$ 12,367,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 47,276,000	\$ 53,240,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 70,913,000	\$ 76,877,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2024-25

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 0	\$ 0	\$ 2,012,392	\$ 2,012,392

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

<i>Reserve for Future Project</i>	\$ 2,012,392
Total Projects	<u>\$ 2,012,392</u>
Balance	\$ -

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 0	\$ 0	\$ 1,046,443	\$ 1,046,443

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

<i>Surface Treatment</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 1,046,443

Total Projects	<u>\$ 1,046,443</u>
Balance	\$ -

<u>County Maintenance Districts</u>	\$ 0	\$ 0	\$ 704,337	\$ 704,337
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Project	Budget
---------	--------

<i>Surface Match Treatment</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 704,337

Total Projects	<u>\$ 704,337</u>
Balance	\$ -

Flexible Program \$ 0 \$ 0 \$ 1,750,781

Project	Budget
<i>Impounded for Regional Projects</i>	\$ 1,750,781
Total Projects	<u>\$ 1,750,781</u>
<i>Balance</i>	\$ -

ADA Compliance \$ 0 \$ 0 \$ 40,247 \$ **40,247**

Project	Budget
<i>Project Match</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 40,247
Total Projects	<u>\$ 40,247</u>
<i>Balance</i>	\$ -

Transit Enhancement Program (Public)

Carryover Excess Allocation Available
 \$ 0 \$ 0 \$ 147,308 \$ **147,308**

Project	Budget
<i>Transit Administration/Project Match</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 147,308
Total Projects	<u>\$ 147,308</u>
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit \$ 0 \$ 0 \$ 13,684 \$ **13,684**

Project	Budget
<i>Project Match</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 13,684
Total Projects	<u>\$ 13,684</u>
<i>Balance</i>	\$ -

Environmental Enhancement Program

Carryover Excess Allocation Available
Total for all Sub-programs \$ 0 \$ 0 \$ 160,991 \$ **160,991**

Project	Budget
<i>CMAQ Projects Match</i>	\$ -
<i>Environmental Enhancement Project</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 160,991
Total Projects	<u>\$ 160,991</u>
<i>Balance</i>	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2024-25

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

	41514470				
<u>Rehab, Reconstruct, Maintenance Program</u>		\$ 11,410,736	\$ 0	\$ 1,691,906	\$ 13,102,642
	Project	Budget			
R-10 - Olive Ave. Widening – Gateway to Knox		\$ 4,015,000			
R-46 – Lake St Widening, Fourth to Cleveland		\$ 400,000			
R-50 – Pine St Reconstruction, Howard to Fourth		\$ 590,000			
R-54 – Cleveland Ave Widening, Schnoor to SR99		\$ 300,000			
R-79 – RMRA Seals/Overlays 2021-22		\$ 1,075,000			
R-81 – 2022-23 City Streets #R & ADA Project		\$ 750,000			
R-82 – Almond Ave Extension, Pine to Stadium		\$ 5,125,250			
R-87 – Almond/Pine/Stadium Traffic Study		\$ 83,950			
SD-21 – Howard Road Storm Drain Pipe		\$ 400,000			
TS-32 – D Street/South Street		\$ 74,748			
	Total Projects	\$ 12,813,948			
	Balance	\$ 288,694			

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

	41520000				
<u>Street Maintenance Program</u>		\$ 1,706,601	\$ 0	\$ 879,791	\$ 2,586,392
	Project	Budget			
Overlays		\$ -			
Chip Seal		\$ -			
R-99 – FY24 Street Rehab & Recon Project		\$ 1,700,000			
Patching/Street Maintenance		\$ 870,000			
Reserve for Next Fiscal Year		\$ -			
	Total Projects	\$ 2,570,000			
	Balance	\$ 16,392			

	41530000				
<u>Supplemental Street Maintenance Program</u>		\$ 1,616,485	\$ 0	\$ 592,167	\$ 2,208,652
	Project	Budget			
Overlays		\$ -			
Chip Seal		\$ -			
Patching/Street Maintenance		\$ 100,000			
R-80 – RMRA Seals/Overlays 2022-23		\$ 1,000,000			
R-99 – FY24 Street Rehab & Recon Project		\$ 700,000			
	Total Projects	\$ 1,800,000			
	Balance	\$ 408,652			

Flexible Program \$ - \$ 0

Project	Budget
<i>MCTA Impound for matching</i>	\$ -
Total Projects	\$ -
Balance	\$ -

ADA Compliance \$ 196,551 \$ 0 \$ 33,838 \$ **230,389**

Project	Budget
<i>R-58 – Schnoor Ave Sidewalks</i>	\$ 99,100
<i>R-64 – ADA Walkability Sidewalks Program</i>	\$ 20,000
<i>R-93 – Washington School Sidewalks</i>	\$ 33,050
Total Projects	\$ 152,150
Balance	\$ 78,239

Transit Enhancement Program Carryover Excess Allocation Available

41550000	\$ 658,045	\$ 0	\$ 123,846	\$ 781,891
Project	Budget			
<i>TRANS-12 – Bus Shelter Relocation</i>	\$ 400,000			
<i>Reserve for Next Fiscal Year</i>	\$ -			
Total Projects	\$ 400,000			
Balance	\$ 381,891			

ADA / Seniors / Paratransit \$ 114,459 \$ 0 \$ 11,505 \$ **125,964**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	\$ -
Balance	\$ 125,964

Environmental Enhancement Program Carryover Excess Allocation Available

41570000	\$ 232,465	\$ 0	\$ 135,352	\$ 367,818
<u>Total for all Sub-programs</u>				
Project	Budget			
<i>ALY-04 – Alley Paving 2024, NW</i>	\$ 13,000			
<i>ALY-05 – Alley Paving 2024, SW</i>	\$ 13,000			
<i>ALY-06 – Alley Paving 2024, SE</i>	\$ 17,000			
<i>PK-48 – Tulare /Cleveland/Raymond Bike Path</i>	\$ 30,000			
<i>R-58 – Schnoor Ave Sidewalks, Sunset to River</i>	\$ 49,900			
<i>R-64 – ADA Walkability Sidewalks Program</i>	\$ 20,000			
<i>R-93 – Washington School Sidewalks</i>	\$ 78,500			
Total Projects	\$ 221,400			
Balance	\$ 146,418			

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2024-25

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 641,573	\$ 0	\$ 345,702	\$ 987,275

Project	Budget
Humboldt Ave Rehab Phase II	\$ 71,000
Reserve for Next Fiscal Year	\$ 916,275

Total Projects	\$ 987,275
Balance	\$ -

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 146,850	\$ 0	\$ 179,765	\$ 326,615

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Patching	\$ 178,765
Reserve for Next Fiscal Year	\$ 147,850

Total Projects	\$ 326,615
Balance	\$ -

<u>Supplemental Street Maintenance Program</u>	\$ 83,457	\$ 0	\$ 120,996	\$ 204,452
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Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Dust Mitigation	\$ -
Patching	\$ -
Reserve for Next Fiscal Year	\$ 204,452

Total Projects	\$ 204,452
Balance	\$ -

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REPORTS

End of Year Reports

Madera County Transportation Authority



End of Year Reports

County of Madera

End of Year Reports

City of Madera

End of Year Reports

City of Chowchilla

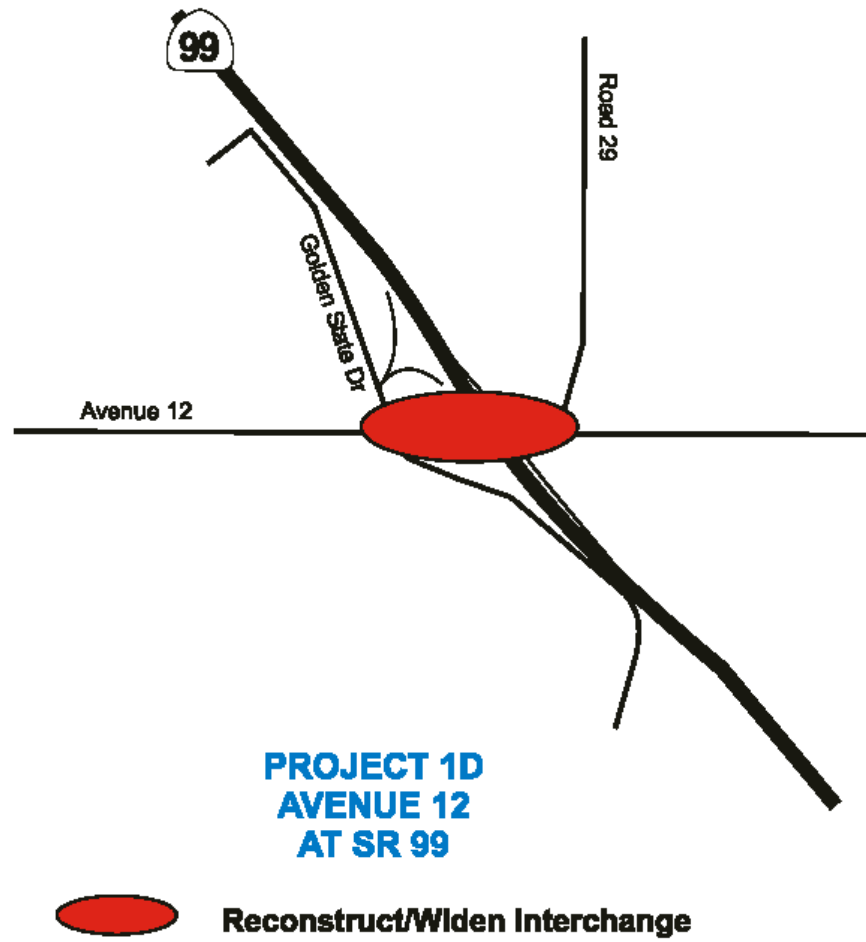
Other Reports

Measure T Fiscal Year Receipts from CDTFA

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2023	Jul	1,201,700	146,919.78		1,348,619.78					
	Aug	-	1,531,161.54		1,531,161.54					32,660
	Sep	1,044,100	291,012.24		1,335,112.24					
	Oct	1,051,800	171,158.06		1,222,958.06					
	Nov	-	1,889,197.21		1,889,197.21					32,660
	Dec	942,200	153,668.37		1,095,868.37					
2024	Jan	964,400	141,849.63		1,106,249.63					
	Feb	-	1,669,107.77		1,669,107.77					32,660
	Mar	862,800	323,939.59		1,186,739.59					
	Apr	919,600	112,531.27		1,032,131.27					
	May	-	1,505,709.81		1,505,709.81					26,350
	Jun	1,017,900	190,394.50		1,208,294.50					
		8,004,500.00	8,126,649.77	-	16,131,149.77	-	16,131,149.77	-	16,131,149.77	124,330

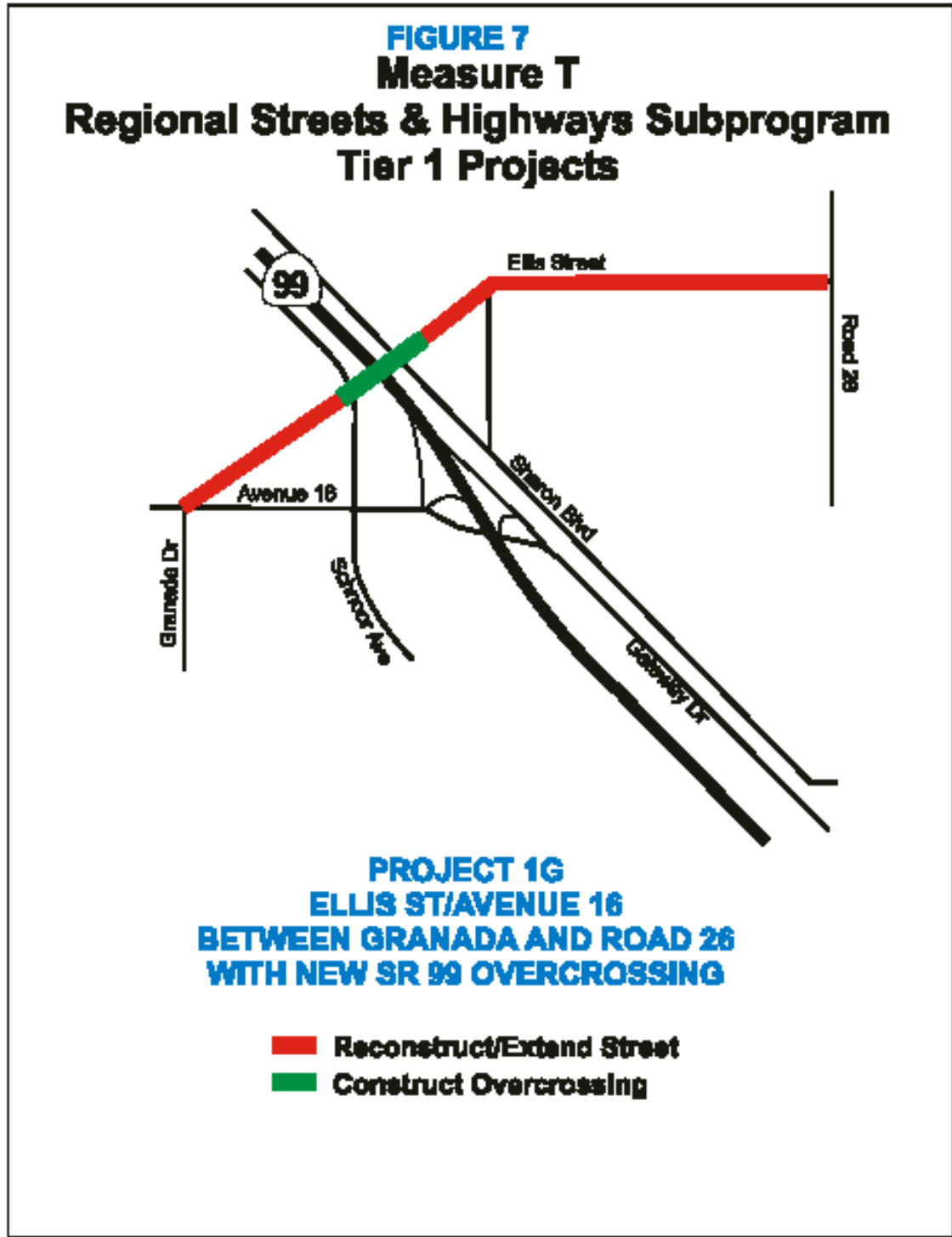
APPENDIX

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



VRPA Technologies, Inc.

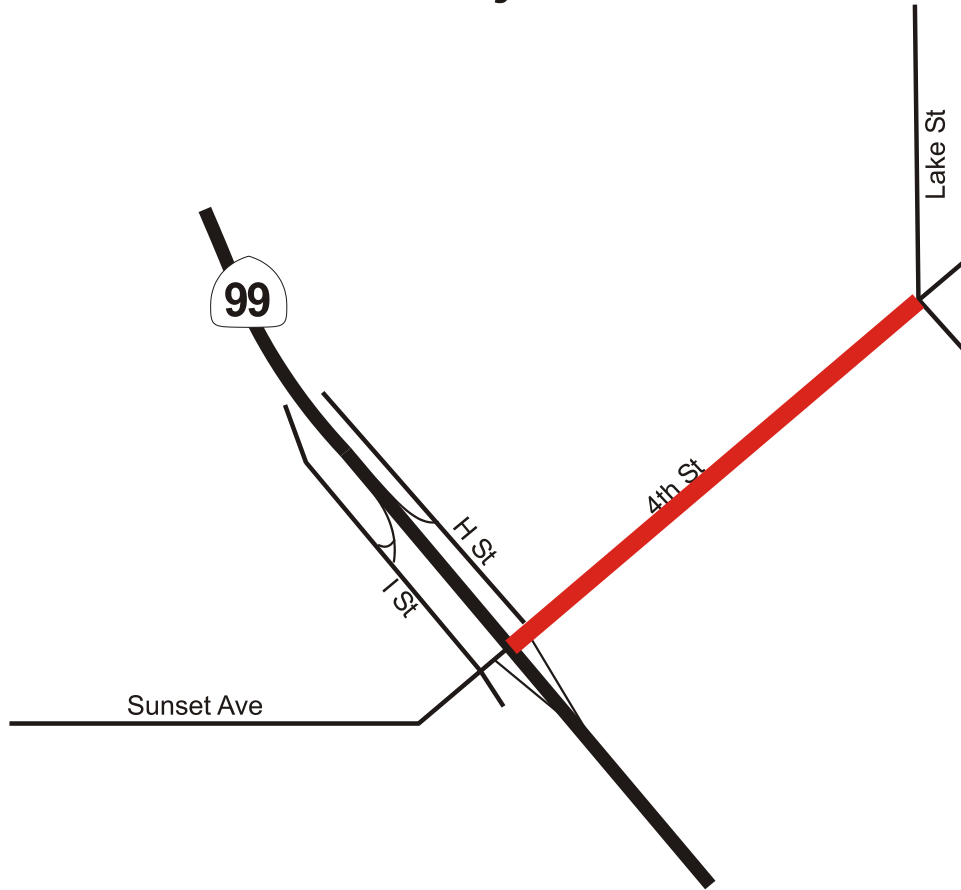
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

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

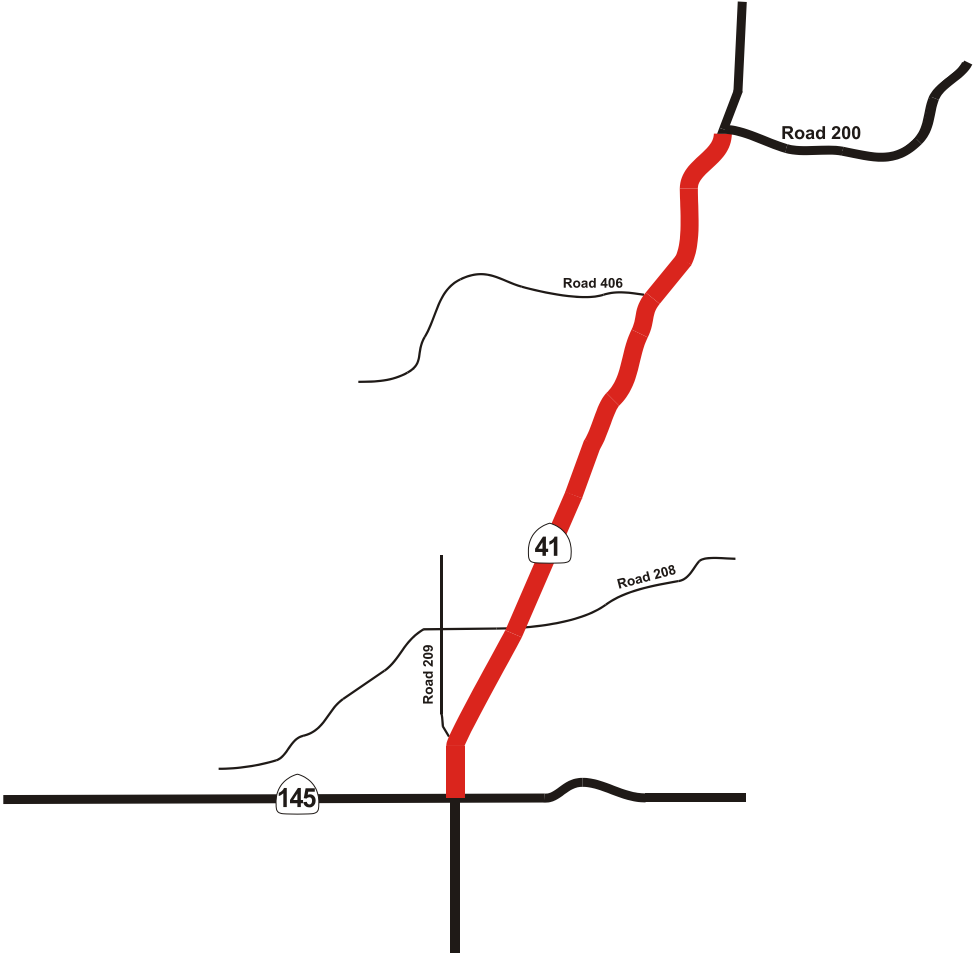


PROJECT 1N 4TH AVENUE BETWEEN SR 99 AND LAKE ST

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

Map of 4th Street Widening

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



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

■ Construct Passing Lanes

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector

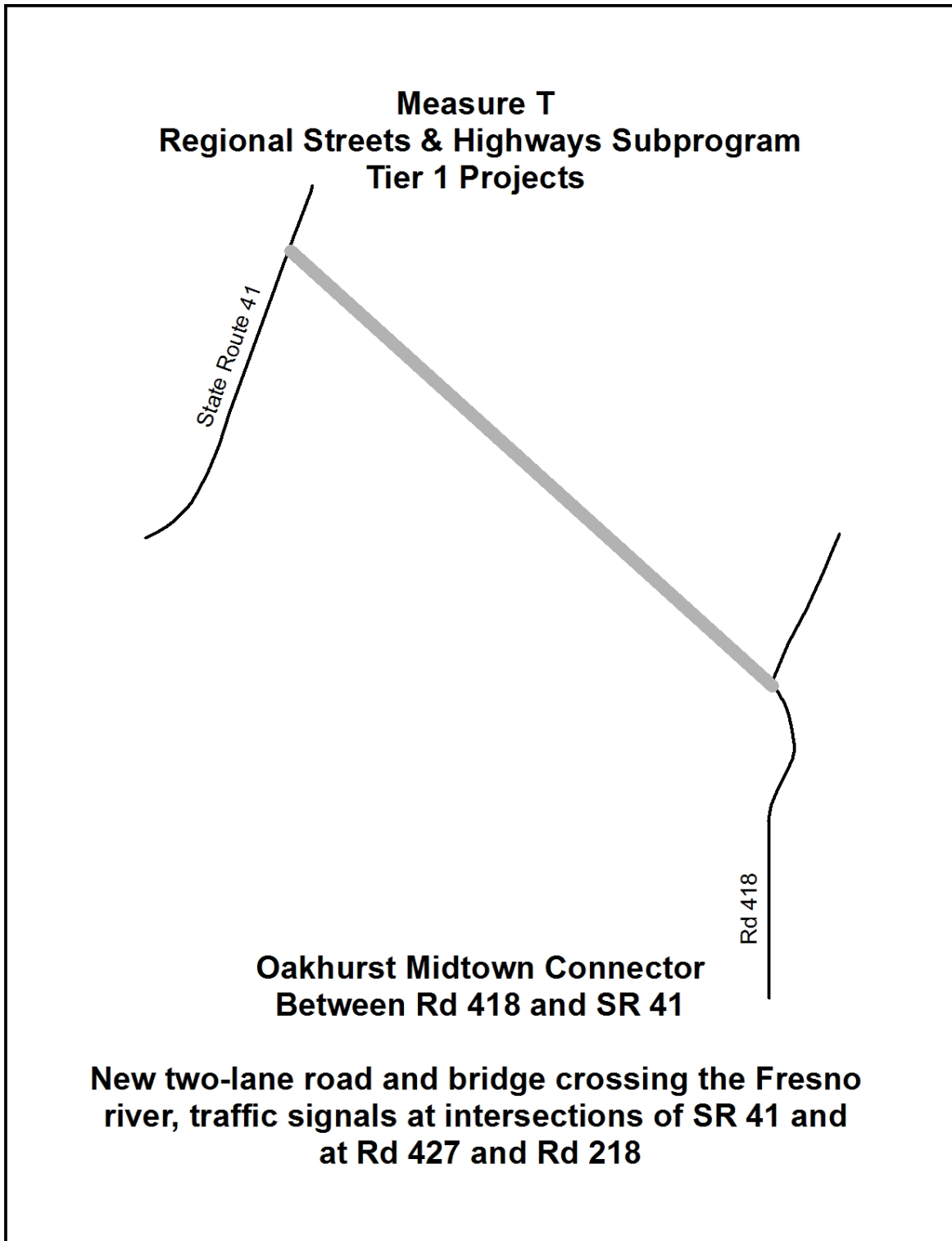
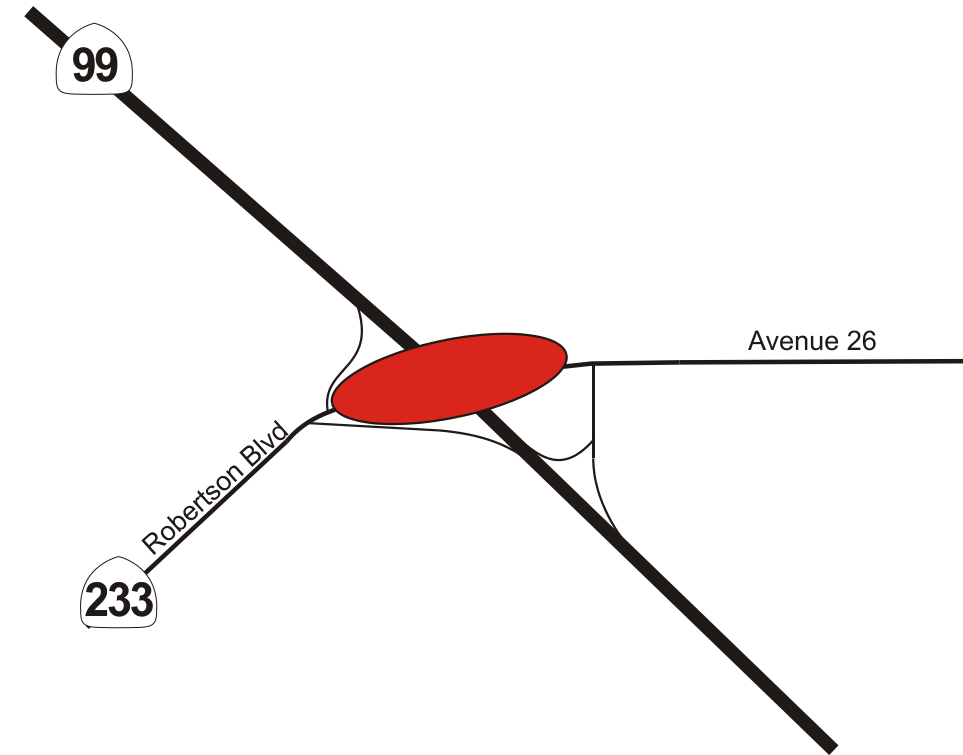


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2022 STIP Program

Madera

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

Balance of STIP County Share, Madera	
Total County Share, June 30, 2021	(6,167)
Total Now Programmed or Voted Since July 1, 2020	392
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	6,559
Proposed New Programming	138
COVID Programming	875



2001 Howard Road, Suite 201 Madera, CA 93637



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 9-D

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Special Meeting Executive Minutes – June 12, 2024

Enclosure: Yes

Action: Approve June 12, 2024, Special Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for the June 12, 2024, Madera County Transportation Authority Board Special Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

**Madera County Transportation Authority
SPECIAL MEETING
EXECUTIVE MINUTES**

Date: June 12, 2024

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Waseem Ahmed
Commissioner Cecelia Gallegos
Commissioner Leticia Gonzalez
Commissioner Jose Rodriguez
Commissioner Robert Poythress
Commissioner Jordan Wamhoff – alternate

Members Absent: Commissioner Rogers

MCTA Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Sandy Ebersole, Administrative Analyst
Samantha Saldivar, Accounting Technician

1. **CALL TO ORDER by Chair Gonzalez**
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 Gonzalez opened the floor for public comment. No public comment was received.

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

4. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

NONE

5. AUTHORITY – ACTION/DISCUSSION ITEMS

5-A. Public Hearing: Measure T 2024 Renewal Expenditure Plan

Action: Receive Testimony. Approve Measure T 2024 Renewal Expenditure Plan and request the extension of the Authority’s term and certain related matters, Resolution 2024-01

Chair Gonzalez opened the floor to public comment. The following public comment was received.

Andrea Uribe, Leadership Counsel for Justice and Accountability, thanked the Steering Committee for the addition of a 30-day comment period. Encouraged MCTA Members to look at the disadvantaged community locations and ensure the set aside funds will go to the most disadvantaged communities. Funds should not be used for new development or regional transportation projects. Ms. Uribe thanked Director Taylor for her response to the

Leadership Counsel’s letter. MCTA Members were urged to take time and make final edits to the Expenditure Plan.

Administrative Action/Discussion on Item 5A

Upon motion by Commissioner Wamhoff, seconded by Commissioner Poythress, to approve Item5A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Absent
Commissioner Wamhoff -Alternate	Yes

Vote passed 6-0

5-B. Consider Introduction, First Reading of an Ordinance to renew Measure T Sales Tax – Before the Madera County 2006 Transportation Authority Ordinance No. 2024-01

Action: Motion to introduce Madera County Transportation Authority Measure T Renewal Ordinance #2024-01 by title only and waive the first reading.

Administrative Action/Discussion on Item 5B

Upon motion by Commissioner Poythress, seconded by Commissioner Rodriguez, to approve Item5B. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Absent
Commissioner Wamhoff -Alternate	Yes

Vote passed 6-0

OTHER ITEMS

6. MISCELLANEOUS

6-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- Thanked the Measure T Renewal Steering Committee, staff, and consultant for their work on the Expenditure Plan.
- Next step moving forward will be public education.

6-B. Items from Caltrans

- None

6-C. Items from Commissioners

- None

7. ADJOURNMENT

Meeting adjourned at 3:15 pm.

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Consider Adoption, Second Reading of an Ordinance to renew Measure T Sales Tax – Before the Madera County 2006 Transportation Authority, Ordinance No. 2024-01

Enclosure: Yes

Action: Waive reading and Adopt Ordinance No. 2024-01

SUMMARY:

At the June 12, 2024, Authority Special Meeting, Ordinance No. 2024-01 was introduced and approved. The purpose of the Ordinance is to implement State law allowing the voters to decide to renew a one-half of one percent (1/2%) county wide transaction and use tax to be used to finance street, road, highway, and transportation improvements within the incorporated and unincorporated areas of Madera County. The Measure T 2024 Expenditure Plan is included as part of the Ordinance.

Staff is recommending waive the reading and adopt the Madera County 2006 Transportation Authority Ordinance No. 2024-01.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

**Madera County Transportation Authority
Measure T Renewal
Ordinance No. 2024-01**

The Madera County 2006 Transportation 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. REQUEST FOR ELECTION.

5.01 The Authority hereby calls an election and hereby requests the Madera County Board of Supervisors place this Ordinance before the voters for approval at the election on November 5, 2024.

5.02 The proposition to be placed on the ballot shall contain a summary of the projects, improvements, and programs and shall read substantially as follows:

To keep local streets, highways, infrastructure in good repair; fix potholes, pave local streets; improve highway safety, evacuation routes/emergency vehicle access; retrofit older bridges/ overpasses; qualify for matching funds; require 80% of funds for local roads, shall an ordinance be adopted continuing Madera County's voter-approved half-cent sales tax without increasing the tax rate, renewing \$22,000,000 annually for 20 years starting in 2027, with citizen oversight, audits, public spending disclosure and all money staying local?"

SECTION 6. EFFECTIVE, OPERATIVE AND TERMINATION DATES.

6.01 This Ordinance shall become effective following certification of the votes of the election on November 5, 2024, related to this measure if a two-thirds 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.

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

SECTION 7. CONTRACT WITH STATE.

7.01 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 8. TRANSACTIONS AND USE TAX RATE.

8.01 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.

8.02 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 9. EXPENDITURE PLAN PROCEDURES AND MAINTENANCE OF EFFORT.

9.01 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.

9.02 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.

9.03 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:

9.03.01 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.

9.03.02 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.

9.04 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 10. ORDINANCE PURPOSES.

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

10.01.01 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.

10.01.02 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.

10.01.03 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.

10.01.04 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.

10.01.05 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 11. ADOPTION OF PROVISIONS OF STATE LAW.

11.01 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.

11.02 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:

11.02.01 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;

11.02.02 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.

11.02.03 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.

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

11.03 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.

11.03.01 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.

11.04 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.

11.05 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.

11.06 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 12. ADDITIONAL PERMIT NOT REQUIRED.

12.01 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 13. EXEMPTIONS AND EXCLUSIONS.

13.01 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.

13.02 There are exempted from the transactions tax portion of the transactions and use tax authorized pursuant to this Ordinance:

13.02.01 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.

13.02.02 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.

13.02.03 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.

13.02.04 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.

13.02.05 For purposes of Section 13.02 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.

13.03 There are exempted or excluded from the use tax portion of the transactions and use tax authorized pursuant to this Ordinance:

13.03.01 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.

13.03.02 "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.

13.03.03 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.

13.03.04 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.

13.03.05 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..

13.03.06 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.

13.03.07 For the purposes of subsections 13.03.05 and 13.03.06, 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.

13.03.08 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 14. PLACE OF SALE.

14.01 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 15. BONDING AUTHORITY.

15.01 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.

15.02 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 16. AMENDMENTS TO EXPENDITURE PLAN.

16.01 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.

16.02 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.

16.03 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.

16.04 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 17. AMENDMENTS TO THIS ORDINANCE.

17.01 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).

17.02 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.

17.03 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 18. AUTHORITY COMMITTEES.

18.01 The following committee structure is established to advise the Authority in the administration of the Expenditure Plan and this Ordinance:

18.01.01 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.

18.01.02 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 19. STATUTORY AMENDMENTS.

19.01 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 20. CREATION OF SEPARATE ACCOUNT.

20.01 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.

20.02 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 21. CALIFORNIA ENVIRONMENTAL QUALITY ACT.

21.01 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 22. IMPLEMENTING ORDINANCES.

22.01 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 23. DESIGNATION OF FACILITIES.

23.01 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 24. CONTRACTING FOR PROJECT DELIVERY.

24.01 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:

24.01.01 The project could be delivered faster under a contract issued by the Authority; or

24.01.02 A contract by the Authority would provide economies of scale and reduce project costs.

SECTION 25. ANNUAL REPORT.

25.01 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 26. SEVERABILITY.

26.01 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 27. ANNUAL APPROPRIATIONS LIMIT.

27.01 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 28. ENJOINING COLLECTION FORBIDDEN.

28.01 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 (commencing with Section 180000) of the California Public Utilities Code, of any tax or any amount of tax required to be collected.

SECTION 29. CAPTIONS.

29.01 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.

SECTION 30. ADOPTION OF ORDINANCE.

30.01 This Ordinance was introduced, and the title thereof read at the regular meeting of the Authority's governing Board on June 12, 2024, and adopted at the regular meeting of the Authority's governing Board on June 19, 2024, with further reading thereof having been waived by a vote of the members present.

EXHIBIT "A"

Measure T 2024 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.
- Over 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 Plan has been supported and approved by the Madera County Transportation Authority, the City of Chowchilla, the City of Madera, and the Madera County Board of Supervisors.

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 completed.

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 NOT LESS THAN 30 DAYS 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 June 19, 2024

AGENDA ITEM: 10-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Request call for special election, to be consolidated with the general election, by the Board of Supervisors, and request extension of the Authority's term – Resolution 2024-02

Enclosure: Yes

Action: Approve Resolution 2024-02, requesting a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with statewide general election to be held on November 5, 2024, and requesting the extension of the Authority's term and certain related matters

SUMMARY:

Included in the agenda packet is Resolution 2024-02. As part of this resolution, the following actions will be taken:

1. Requests the Madera County Board of Supervisors to call for a special election on a retail transaction and use tax ordinance.
2. Requests the Madera County Board of Supervisors to consolidate the special election request with the statewide general election to be held on November 5, 2024.
3. Requests the extension of the Madera County 2006 Transportation Authority.
4. Approves ballot question.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

**BEFORE
THE MADERA COUNTY 2006
TRANSPORTATION AUTHORITY
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**RESOLUTION REQUESTING A CALL FOR A
SPECIAL ELECTION BY THE BOARD OF
SUPERVISORS ON A RETAIL TRANSACTIONS
AND USE TAX ORDINANCE, CONSOLIDATION
OF THE ELECTION WITH THE STATEWIDE
GENERAL ELECTION TO BE HELD ON
NOVEMBER 5, 2024, AND CERTAIN RELATED
MATTERS**

Resolution No.: **24-02**

WHEREAS, 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 \$320 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, keeping roads and highways in good condition and enhancing mobility helps protect public safety by allowing police, firefighters, and ambulances to respond quickly to emergencies and ensuring first responders are not stuck in traffic or slowed-down by failing infrastructure; and

WHEREAS, public transit is a lifeline for senior citizens and people with disabilities that depend on affordable buses, paratransit and dial-a-ride services to get to doctor's appointments, the grocery store, and to remain independent when they cannot drive; and

WHEREAS, Madera County's transportation system is the backbone of our regional economy, allowing local farmers and businesses to move produce and products to market, creating good jobs for local residents; and

WHEREAS, since it was approved by voters, Measure T has required a clear system of accountability, including a Citizen's Oversight Committee and annual independent audits to ensure that the money from the measure has been spent appropriately and in accordance with the voter-approved expenditure plan; and

WHEREAS, in the past 30 years, Madera County's population has nearly doubled, and experts forecast that it will continue to grow at a fast rate requiring continued investment in the maintenance of local streets and roads, interchanges, major streets, enhanced transit, active transportation, and clean air and new technology to keep up with this growth. These investments will provide enhanced mobility, and protect local quality of life; and

WHEREAS, Measure T was approved with a 20-year expiration date and this funding will soon expire unless renewed by voters; and

WHEREAS, if Measure T funding expires, the City of Chowchilla, City of Madera, and Madera County will lose a major source of funding for fixing potholes, paving and maintaining streets and roads, reducing enhancing mobility, improving highway interchanges, retrofitting older bridges and overpasses, improving highway safety, providing students with safe routes to schools, keeping public transit affordable and improving bicycle and pedestrian safety; and

WHEREAS, if Measure T funding expires, Madera County will not have the local matching funds needed to compete for State and Federal transportation funding and those funds would go to other communities like Los Angeles and San Francisco; and

WHEREAS, California Public Utilities Code Section 180201 provides that a transaction and use tax may be imposed and/or extended if the tax ordinance is approved by a two-thirds vote of the Authority members and by a two-third majority vote of the electors at a special election; and

WHEREAS, the Authority desires to submit to the voters at the General Election on November 5, 2024, a ballot measure to consider adopting a proposed ordinance to renew Measure T ("Measure T Renewal"); and

WHEREAS, renewing Measure T without increasing the tax rate will continue locally controlled funding for transportation repairs and improvements; and

WHEREAS, renewing Measure T until ended by a vote of the electorate will ensure such funding for as long as voters desire to complete all the projects contemplated by the measure renewal; and

WHEREAS, essential purchases like food and groceries are exempt from the Measure T ½ cent sales tax, helping to ensure the cost is not a burden to those on fixed or limited incomes; and

WHEREAS, the Measure T ½ cent sales tax is paid by both residents and visitors shopping in Madera County, including visitors traveling to and from Yosemite, to ensure all users of local roads and transportation infrastructure contribute; and

WHEREAS, a measure to renew Measure T funding will continue to require strict fiscal accountability protections, including a Citizen's Oversight Committee, annual independent audits, and public disclosure of all spending; and

WHEREAS, if Measure T is renewed, by law, all of the money must stay in Madera County for local transportation improvements only and cannot be taken away by the State or used for other purposes; and

WHEREAS, pursuant to Public Utilities Code Section 180206, the Authority has prepared a county transportation expenditure plan, known as the Measure T 2024 Expenditure Plan ("Expenditure Plan"), to be used in connection with a renewal of Measure T beyond 2027; and

WHEREAS, the Expenditure Plan was prepared with the assistance of a steering committee comprising of stakeholders, community leaders, and representatives of the cities in the County and the County; and

WHEREAS, community surveys, mailers, public opinion polling, and public meetings were held to gain input from the community; and

WHEREAS, pursuant to Public Utilities Code Section 180006, the Expenditure Plan was approved by the City of Madera on June 5, 2024, the City Chowchilla on June 11, 2024, and the County of Madera on June 11, 2024; and

WHEREAS, the Expenditure Plan was approved by the Authority on June 12, 2024, pursuant to Resolution No. 2024-01.

NOW, THEREFORE, BE IT RESOLVED, by the Madera County 2006 Transportation Authority:

1. That the Authority hereby calls and hereby requests the Madera County Board of Supervisors to 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 the ordinance attached hereto as Exhibit “A” and by this reference incorporated herein (the “Ordinance”). Per Elections Code Section 13247, the abbreviated form of the Ordinance is the question to appear on the ballot which is specified in Section 2 of this Resolution.

2. That the Authority hereby requests that the following question be submitted to the voters at the aforementioned election:

To keep local streets, highways, infrastructure in good repair; fix potholes, pave local streets; improve highway safety, evacuation routes/emergency vehicle access; retrofit older bridges/ overpasses; qualify for matching funds; require 80% of funds for local roads, shall an ordinance be adopted continuing Madera County’s voter-approved half-cent sales tax without increasing the tax rate, renewing \$22,000,000 annually for 20 years starting in 2027, with citizen oversight, audits, public spending disclosure and all money staying local?”	YES
	NO

3. That the text of the proposed Ordinance that is to be submitted to the voters is attached as Exhibit “A” to this, and the Authority approves its submission to the voters at the November 5, 2024, election. That the Authority hereby approves of the Ordinance.

4. That to become law, the Ordinance shall require a two-thirds majority vote of the electorate.

5. That the ballots to be used at the election shall be in form and content as required by law, and that the election shall be held and conducted in the manner prescribed by law for the conduct of special elections by a county pursuant to California Public Utilities Code Section 180203(b).

6. The consolidated election shall be held and conducted in accordance with the provisions of law regulating county and statewide elections, including, but not limited to, Elections Code Section 10418.

7. That pursuant to Sections 10402 and 10403 of the Elections Code, the Madera County Board of Supervisors is hereby requested to consent and agree to the consolidation of the submission of the Special Election on the Ordinance at the General Election with the Statewide General Election conducted by Madera County to be held on Tuesday, November 5, 2024.

8. That the Authority requests the County’s election official, pursuant to California Public Utilities Code Section 180203(c), to print in the sample ballot, immediately below the full

proposition, and in the voter information guide, in no less than 10-point bold type, text substantially as follows: “The adopted county transportation expenditure plan may be viewed electronically at <https://www.maderactc.org/measures>. If you desire a printed copy of the adopted county transportation expenditure plan, please call the county elections office at 559-675-7720 and one will be mailed to you at no cost” and further requests that the county elections official provide a printed copy of the entire adopted county transportation expenditure plan by mail to each person requesting a copy.”

9. That the Authority recognizes that additional costs will be incurred by Madera County by reason of this election and consolidation and agrees to reimburse Madera County for any costs. The Executive Director of the Authority is authorized and directed to pay for the expenses incurred after receiving a statement from the County of Madera.

10. The Secretary and the Authority’s counsel are authorized to make any typographical, clerical, non-substantive corrections to this resolution as may be deemed necessary by the Madera County Registrar of Voters or election official.

11. That the Secretary shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

12. This Resolution shall be effective immediately upon passage and adoption.

The foregoing Resolution was adopted this 19th day of June 2024, by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

Chair, Madera County 2006 Transportation Authority

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 19, 2024

AGENDA ITEM: 10-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Amend Contract – Measure T Sales Tax Extension Public Outreach and Education

Enclosure: Yes

Action: Approve amended contract with DKS Associates

SUMMARY:

At the July 31, 2023, Special Meeting, the Authority Board awarded a contract to DKS Associates for the Measure T Sales Extension Public Outreach and Education project in an amount not to exceed \$360,000. The public outreach work performed by DKS Associates helped the Steering Committee develop the draft 2024 Expenditure Plan. If the Board approves to request the Board of Supervisors to call for a special election and place the plan on the ballot, a Phase 2 of the Public Outreach and Education project will need to be conducted. DKS Associates has submitted a budget amendment detailing the tasks to be completed:

- Planning and presenting at various community-based organizations/locations which would include but not be limited to:
 - Local Service Clubs
 - Chambers of Commerce
 - Senior Centers
 - Schools/Colleges
 - Fire Safe Councils
 - Others
- Continuing to develop and place news releases, op-ed pieces, and other fact-based materials with local news media.
- Development of social media posts for MCTA and its member agencies.
- Attendance at MCTA Board Meetings and regular updates.
- Planning and attending pop-up events including:
 - Oakhurst Fall Festival

- Farmers Markets
- Church/Faith Based Organizations
- Development of bilingual collateral materials:
 - Fact sheets
 - Pull Up Banner
 - Two County-Wide Mailers
- Maintenance and updates to the Measure T Website
- Presentation at Local Agencies (City of Madera, City of Chowchilla and Madera County)

DKS Associates is requesting up to \$150,000 to complete these tasks and activities. Staff has reviewed the amendment request and recommends approval.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget. There will be an additional \$90,000 impact to the approved 2024-25 Budget for WE 1101 – MCTA Administration using Measure T funds.



DKS SCOPE AMENDMENT

DATE: June 3, 2024

TO: Patricia Taylor | Executive Director, MCTC
Troy McNeil | Deputy Director and Procurement Officer, MCTC

FROM: Kendall Flint | DKS Associates

SUBJECT: Measure T Sales Tax Renewal Scope and Budget Amendment Request

PROPOSED SCOPE AND BUDGET REVISION

The entire DKS team is very proud of the work performed as part of the development of the new Measure T Expenditure Plan and looks forward to continuing its support of this effort through a Phase Two Education Program.

This effort would take place between June 2024 and September 2024 and would consist of the following tasks and activities:

- Planning and presenting at various community-based organizations/locations which would include but not be limited to:
 - Local Service Clubs
 - Chambers of Commerce
 - Senior Centers
 - Schools/Colleges
 - Fire Safe Councils
 - Others
- Continuing to develop and place news releases, op-ed pieces and other fact-based materials with local news media.
- Development of social media posts for MCTA and its member agencies.
- Attendance at MCTA Board Meetings and regular updates.
- Planning and attending pop-up events:
 - Oakhurst Fall Festival
 - Farmers Markets
 - Church/Faith Based Organizations
- Development of bilingual collateral materials:
 - Fact sheets

- Pull Up Banner
- Two County-Wide Mailers
- Maintenance and updates to the Measure T Website
- Presentation at Local Agencies (City of Madera, City of Chowchilla and Madera County)

To facilitate this effort, DKS requested a budget amendment in the amount of \$150,000 inclusive of mailing costs, travel and other expenses.