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/89445020000?pwd=dmJgoQmgnEieQfDq7TNk9Y6sF8RDVu.1
Webinar ID: 894 4502 0000
Passcode: 740940
Telephone: US: +1 669 900 6833

DATE

July 23, 2025

TIME

3:00 PM

Policy Board Members

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

Commissioner Jose Rodriguez, Chair	Councilmember City of Madera
Commissioner Robert Poythress, Vice Chair	Madera County Supervisor
Commissioner Waseem Ahmed	Councilmember, City of Chowchilla
Commissioner Robert Macaulay	Madera County Supervisor
Commissioner David Rogers	Madera County Supervisor
Commissioner Rohi Zacharia	Councilmember, City of Madera
Caltrans District 6	Policy Committee, Participating Agency

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

If you are participating remotely and wish to make a comment on a specific agenda item during the meeting, please use the "Raise Hand" feature in Zoom and you will be called on by the chair during the meeting. You can also submit your comments via email to publiccomment@maderactc.org. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

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

Agenda

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

4-A. Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

4-B. Federal Transit Administration (FTA) Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program 2025 Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

4-C. Grant Award – Caltrans Sustainable Transportation Planning Grant to Develop Regional Climate Adaptation and Resilience Framework

Enclosure: Yes

Action: Accept Grant Award

4-D. Tulare County State Route 99 and Paige Avenue Interchange Grant Award

Enclosure: Yes

Action: Information and Discussion Only

4-E. Save the Date – Rio Mesa Boulevard Groundbreaking Ceremony

Enclosure: Yes

Action: Information and Discussion Only

4-F. Madera Transit Station Specific Plan (MTSP) Community Workshop, July 24, 2025

Enclosure: Yes

Action: Information and Discussion Only

4-G. Downtown Madera Association Informational Meeting

Enclosure: Yes

Action: Information and Discussion Only

4-H. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 6 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

4-I. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 7 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

4-J. 2024 State Transportation Improvement Program (STIP) and 2024 Regional Transportation Improvement Program (RTIP) Update

Enclosure: Yes

Action: Information and Discussion Only

4-K. 2025 Valley Voice – Washington D.C. Draft Legislative Platform

Enclosure: Yes

Action: Information and Discussion Only

4-L. Unmet Transit Needs FY 2025-26 Analysis and Recommendations Report

Enclosure: Yes

Action: Accept the Unmet Transit Needs FY 2025-26 Analysis and Recommendations Report

4-M. Permanently Shift the Unmet Transit Needs Process from Spring to Fall

Enclosure: No

Action: Approve Permanently Shifting the Unmet Transit Needs Process from Spring to Fall

4-N. California Waiver Rescission and Conformity Impacts

Enclosure: Yes

Action: Information and Discussion Only

4-O. Letters of Support

Enclosure: Yes

Action: Information and Discussion Only

4-P. MCTC State Budget Letter Supporting California High-Speed Rail

Enclosure: Yes

Action: Information and Discussion Only

4-Q. San Joaquin Valley Regional Planning Agencies Directors Surface Transportation Reauthorization Letter

Enclosure: Yes

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. State Legislative Outlook: FY 2025-26 State Budget, and Legislative Bill Matrix

Enclosure: Yes

Action: Information and Discussion Only

5-B. Public Hearing: Draft 2018 Madera Active Transportation Plan (ATP) Amendment No. 1

Enclosure: Yes

Action: Conduct public hearing and receive testimony for the Draft 2018 Madera Active Transportation Plan Amendment No. 1

5-C. MCTC's Interactive Project Mapping Tool

Enclosure: No

Action: Information and Discussion Only

5-D. 2026 Regional Transportation Plan/ Sustainable Communities Strategy Development Update

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6-A. Reaffirm all actions 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 21, 2025

Enclosure: Yes

Action: Approve May 21, 2025, Meeting Minutes

7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 25-07, Resolution 25-08

Enclosure: Yes

Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 25-07, and STA Resolution 25-08

7-C. Transportation Development Act (TDA) Fund Compliance Audit for Fiscal Year ended June 30, 2024: County of Madera

Enclosure: Yes

Action: Accept TDA Compliance Audit Report for FY ended June 30, 2024: County of Madera

7-D. Regional Early Action Planning Grants of 2021 (REAP) 2.0 Standard Agreement Amendment No. 1

Enclosure: Yes

Action: Information and Discussion Only

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2025-26 Overall Work Program & Budget (OWP) – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

9-A. Focus on the Future 2025 Conference

Enclosure: No

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

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

Enclosure: Yes

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

10-B. 2024 Measure T Implementing Guidelines Draft Outline

Enclosure: Yes

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

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.**

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

All Federal grants, including transportation grants, can be found at grants.gov. To find transportation related funding opportunities select "All Department of Transportation" under the "Agency" menu on the left-hand side.

The programs listed in the table below have released a Notice of Funding Opportunity (NOFO). This timeline is subject to change.

Active & Upcoming Notices of Funding Opportunities (NOFOs)

Program	Due Date
Bridge Investment Program	8/1/25
Competitive Highway Bridge Program	8/4/25
FTA Section 5310 -Enhanced Mobility of Seniors and Individuals with Disabilities Program	9/3/25
2026 Tribal Transportation Program Safety Fund	1/15/26
Congestion Relief Program *(Summer 2025)*	
Pilot Program for Transit Oriented Development *(Summer 2025)*	

Strengthening Mobility & Revolutionizing Transportation (SMART) *(Summer 2025)*

Charging & Fueling Infrastructure Grants (Community & Corridor charging) & NEVI *(Fall 2025)*

FISCAL IMPACT:

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

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Federal Transit Administration (FTA) Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program 2025 Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

FTA Section 5310 -Enhanced Mobility of Seniors and Individuals with Disabilities Program

Program Overview

The Federal Transit Administration (FTA) Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program is authorized by 49 United States Code (U.S.C.) 5310.

The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities in regard to transportation.

To apply for Caltrans administered Federal Transit Administration (FTA 5310) funding, you must be a non-profit organization or a qualifying public agency.

Applications can be accessed via the BlackCat Transit Data Management System and are due by September 3, 2025, at 1pm. Please contact Mark.Barry@dot.ca.gov if you have questions or would like to be added to the email interest list.

Caltrans will be hosting a virtual application workshop at the end of July; details are coming soon.

FISCAL IMPACT:

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

5310 PROGRAM FACT SHEET

CALTRANS ADMINISTERED FEDERAL TRANSIT ADMINISTRATION (FTA) 5310 SECTION PROGRAM (ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES)

Program Purpose

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available

Funding for Federal Fiscal Years 2024-2025

- Approximately $30.5 Million for Caltrans administered Large Urbanized Areas and $24.4 Million for Small Urban and Rural communities
- This is a competitive grant program
- At least 55% of awards must be Capital (Traditional) Projects
- No more than 45% of awards can be Expanded Projects
- Local Match Required (10% Equipment, 15% Vehicles, 20% Mobility Management, 50% Operating Assistance)

Eligibility

- Private non-profit corporations (Traditional and Expanded Projects)
- Public agencies where no non-profits provide service (Traditional Projects)
- Public agencies approved by the state to coordinate services (Traditional Projects)
- Public agencies (Expanded Projects)

Eligible Capital Expenses (Traditional) Projects

- ADA accessible vans and buses
- Related equipment such as mobile radios, computer hardware, software, etc.

Vehicle Replacement (Traditional) Projects

- Vehicle(s) must be in active service
- A replacement bus or van must meet or exceed useful life at the time of application

Service Expansion Vehicle (Traditional) Projects

- Services to additional seniors and or individuals with disabilities; or
- Expanding the service area or hours of service; or
- Increasing the number and/or frequency of trips

Examples of Eligible Mobility Management (Expanded) Projects

- Planning, development, implementation of coordinated transportation services
- Travel training/trip planning
- One-Stop Call Center

Examples of Eligible Operating Assistance (Expanded) Projects

- Expansion of hours/service of paratransit service beyond the requirement of the American with Disabilities Act (ADA)
- Enhancement of services (same day; etc.)
- Volunteer Driver Programs

Program Requirements

- Grantees are responsible for the proper use, operating costs, and maintenance of all FTA funded equipment
- Grantees certify that they will comply with State and Federal requirements
- Grantees certify that all projects are ready for implementation at time of application

Information

- See Caltrans Division of Local Assistance Section 5310 website: **https://dot.ca.gov/programs/rail/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310**
- Applications are accessed and submitted through BlackCat Transit Data Management System at: **https://secure.blackcatgrants.com/Login.aspx?site=cadot**
- If you need BlackCat access, please contact: **FTA5310@dot.ca.gov**
- Call for projects expected to be released **June 30, 2025**

5310 PROGRAM TIMELINE

CALTRANS ADMINISTERED FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 PROGRAM (ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES) **2025 Call for Projects (Federal Fiscal Years 2024 and 2025)**

SPRING 2025

- Release Metropolitan Planning Organization (MPO)/ Regional Transportation Planning Agency (RTPA) and subrecipient survey
- MPO/RTPA coordination meetings

JUNE/JULY/AUGUST 2025

- Applications released **June 30, 2025** via the BlackCat Transit Data Management System (BlackCat)
- Application Workshop/Webinar and Technical Consultations
- Applicant Coordination with MPO/RTPA
- Application submittal deadline is **September 3, 2025 at 1:00 pm** (in BlackCat)

SEPTEMBER/OCTOBER/ NOVEMBER 2025

- MPO/RTPA Score Applications
- The State Review Committee scores and verifies MPO/RTPA scores

DECEMBER 2025/JANUARY 2026

- Project scores are merged into statewide prioritized list
- Draft list for the Small Urban/Rural projects are developed and submitted to the California Transportation Commission (CTC)
- The CTC distributes public draft of the Small Urban/Rural Program of Projects (POP) and presents at the January CTC meeting

FEBRUARY/MARCH 2026

- Appeals hearing for Small Urban and Rural projects
- The CTC conducts public hearing to adopt final POP at March CTC meeting
- Final POP distributed publicly

APRIL/MAY/JUNE 2026

- Projects are programmed in the Federal Transportation Improvement Program (FTIP)
- Projects in the final POP are verified for all programming requirements and submitted to FTA for grant funding approval

SUMMER/FALL 2026 AND BEYOND

- After FTA approval, Successful Applicant information will be released
- Standard agreements (contracts) will be issued after all requirements are met and vehicle procurement will begin

PROGRAM NOTE:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with State and Federal procurement procedures when purchasing with local funds. Upon project completion, the grantee requests reimbursement from Caltrans for the Federal Share.

**** Timeline dates are subject to change***

Visit Caltrans Section 5310 website for more information:

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Grant Award – Caltrans Sustainable Transportation Planning Grant to Develop Regional Climate Adaptation and Resilience Framework

Enclosure: Yes

Action: Accept Grant Award

SUMMARY:

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

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

Next Steps:

Staff will meet the required conditions to accept the grant funding and receive a Notice to Proceed Letter from Caltrans. This includes amending the Overall Work Program with a new work element to program the grant award and local match funds. Once all required conditions are met, the estimated project start date is November 3, 2025. The project end date is June 30, 2028.

FISCAL IMPACT:

Local cash match requirement of $69,315 over the next three fiscal years.

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS–32 SACRAMENTO, CA 94273–0001
(916) 261-3326 | TTY 711
www.dot.ca.gov

July 1, 2025

SENT VIA E-MAIL

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, we are pleased to congratulate you on your Sustainable Transportation Planning Grant award.

Sustainable Transportation Planning Grant Program					
Grant Award Fiscal Year	2025-26	**Grant Category**	Climate Adaptation Planning	**Grant Fund Source**	SHA-CAP
Project Title	Regional Climate Adaptation and Resilience Framework for Madera County				
Grantee/Agency	Madera County Transportation Commission				
Executive Director	Patricia Taylor				
Grantee/Agency Contact	Natalia Austin				
Sub-Recipient(s)					
Caltrans District Contact(s)	David Deel, Christopher Xiong				
Caltrans District Contact(s) E-mail	david.deel@dot.ca.gov, christopher.xiong@dot.ca.gov				

Grant Award	Local Match (Cash)	Local Match (In Kind)	Total Local Match	% Local Match	Total Project Cost
$535,000	$69,315	NA	$69,315	11.47%	$604,315

Conditions of Award Due to Caltrans	Grant Expiration Date	Final Invoice Due
August 8, 2025	June 30, 2028	August 30, 2028

*** The final contractually agreed upon Local Match and Fund Source are located on the Grant Application Cover Sheet and Project Cost and Schedule. Any change in Local Match that increases/decreases the Total Project Cost must be approved by Caltrans and may require a Formal Amendment. Each invoice must include the contractual/agreed upon local match % - any deviation to this amount requires an approved Tapered Local Match Amendment prior to invoice submittal. Any change to the Local Match Fund Source requires prior Caltrans approval and an Administrative Amendment.**

Next Steps

1. The Caltrans District Grant Manager will schedule a Conditional Award Meeting with your agency soon.
    - The attached specific and general conditions and project revisions necessary to accept grant funding will be discussed at this meeting.
2. The required conditions must be submitted to the Caltrans District Grant Manager no later than the date listed in the table above.
    - Failure to satisfy these conditions will result in the forfeiture of grant funds.
3. The Caltrans District Grant Manager will review and approve all items required to fulfill the attached specific and general conditions.
4. Once the required conditions are met and the agreement is executed, the Caltrans District Grant Manager will:
    - Send a Notice to Proceed letter (for MPO/RTPAs, this will happen after the OWP/OWPA formal amendment is processed). *Grant work cannot begin until the Notice to Proceed letter is received by your agency.*
    - Coordinate and schedule a grant kick-off meeting with your agency.

If you have questions concerning your Conditional Grant Award, please reach out to your Caltrans District contact listed in the table above.

Sincerely,

Nicholas Compin

NICHOLAS COMPIN, PhD
Chief, Office of Air Quality & Climate Change

Attachments:
Specific and General Conditions

Sustainable Transportation Planning Grant Program
Grant Award Specific and General Conditions

Specific Conditions

If Specific Conditions have been identified for this grant, they will be listed below. Please make all necessary revisions to the Grant Application Cover Sheet, Scope of Work (SOW), and/or the Cost and Schedule, and complete the right column to indicate where the specific conditions were addressed.

Specific Conditions	Conditions Addressed List Document, Section & Page(s)

Specific Conditions	Conditions Addressed List Document, Section & Page(s)

General Conditions

Please review the General Conditions below and complete them, as necessary. Most of these items are outlined in the Grant Application Guide, Ch. 6 and Appendix B.

- **Scope of Work (SOW) and Project Cost and Schedule** (Refer to Grant Application Guide, Appendix B Checklists) These are frequently missed requirements:
  - Project Management stand-alone tasks, staff and/or consultant coordination are not allowed. Project Management activities must be charged to the tasks in which they are accrued.
  - Include tasks for a kick-off meeting with Caltrans, invoicing, quarterly reporting, and Board adoption or acceptance.
  - Ensure the consultant procurement task includes the following deliverables: Request for Proposal (RFP), executed consultant contract, and a copy of your agency's procurement procedures.
  - Unless prior arrangements are made, the earliest project start date is November 3, 2025, with an end date of June 30, 2028. The Project Cost and Schedule will need be updated to reflect your proposed start date. At least one task must extend to the grant expiration date on June 30, 2028.
  - Indirect Costs - For Local Government Agencies requesting to bill for indirect costs: Indirect costs must be identified in the SOW and Project Cost and Schedule, and the indirect cost rate included at the bottom of the Project Cost and Schedule.
- **Grant Application Cover Sheet and Project Cost and Schedule**
  - Ensure the grant award, local match, and total project costs are consistent with the award letter amounts.
- **Grant Application Cover Sheet** - Must identify the specific source of cash and in-kind local match funds; and must identify the agency providing the local match.
  - If your agency is using staff time as a cash match, the application cover sheet must identify the source of local match funds for staff time (e.g., General Fund).
  - Direct grantee staff time is not an allowable in-kind match and must be identified as cash match.
- **Third Party In-Kind Valuation Plan, if applicable** - Third-party in-kind contributions consist of goods and services donated from outside the grantee's agency (e.g., printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). If utilizing third-party in-kind contributions to satisfy the local match requirement:
  - Ensure in-kind contribution information is identified on the Grant Application Cover Sheet and Project Cost and Schedule.
  - To clarify, sub-recipient staff time, if reimbursed, is considered cash match. If donating their time, it is considered in-kind.
  - Submit a Third-Party In-kind Valuation Plan. The district can provide a copy of the valuation plan checklist and template.
- **Overall Work Program (OWP)** – In accordance with the *OWP and Grant Amendment Guidelines*, submit a current Fiscal Year OWP and OWP Agreement (OWPA) Amendment, which includes the following:
  - The OWP/OWPA Amendment must include the Amendment Transmittal Memo, OWPA, OWP Budget Summary, and a standalone Work Element. These items must show consistent funding information for the grant project and include the full grant and local match amounts.

- The Work Element title must be consistent with the project title identified on the Grant Application Cover Sheet. The Work Element name and number must remain the same until the project is completed.
- In the Work Element, separate Tasks and Product Deliverables that will be accomplished in the current FY OWP from Tasks and Products that will be accomplished in future FYs. This can be accomplished by inserting a sub-heading for "current" and "future" work in the narrative.
- A Board Resolution to amend the OWP/OWPA and program the entire grant amount and local match funds.

- **Ensure Consistency** - All changes made to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule are made consistently in all documents.

Grant Administrative Requirements

Refer to the Grant Application Guide, Ch. 6, and the MPO/RTPA Master Fund Transfer Agreement for an overview of the Grant Administrative Requirements that must be adhered to over the life of the project. In summary:

- **Third Party Contracts** – Competitive consultant procurement, i.e., Request for Proposals (RFP) is required for all grant projects.
  - If there is a consultant on-board, ensure the process to procure the consultant was a competitive process (documentation must be provided to Caltrans); the grant work must have been part of the original RFP.
  - If using an on-call consultant list, the process for establishing the list must be competitive and less than five years old (documentation must be provided to Caltrans)
- **Quarterly Reporting** – Quarterly Progress Reports (a narrative of completed project activities) are submitted on a quarterly basis.
- **Invoicing and Financial Requirements** –
  - Maintain a proper accounting system (MS Excel is unacceptable).
  - Request for Reimbursements/invoices (RFRs) at least quarterly, but no more than monthly.
    - One-time, lump sum invoices are not allowed.
    - If requesting reimbursement of indirect costs, a copy of the ICAP/ICRP acceptance letter must be submitted with the first invoice.
    - Local match commitments must be satisfied with every RFR/invoice, including any local match amount above the minimum amount. If you are unable to meet this commitment, coordinate with your District Regional Planning Liaison.
    - All work must be completed by June 30, 2028.
    - Final RFR/invoice and the final product are due no later than August 29, 2028.
    - The final RFR/invoice will not be processed without the final product.
  - An Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) must be submitted each year to the Inspector General Independent Office of Audits and Investigations for approval. Instructions for submitting an ICAP/ICRP are available at the following webpage: https://ig.dot.ca.gov/resources
- **Grant Amendments** - Proposed changes to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule (e.g., local match amount, fund source, movement of funds) will require an amendment and Caltrans approval following the procedures set forth in the Regional Planning Handbook for OWP amendments.

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-D

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Tulare County State Route 99 and Paige Avenue Interchange Grant Award

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Finish the 99 Coalition (comprised of the Madera County Transportation Commission (MCTC), the Merced County Association of Governments (MCAG), Tulare County Association of Governments (TCAG) and dozens of statewide, regional, and local business, labor, and community groups proudly announces the California Transportation Commission (CTC) has approved $62.7 million in Trade Corridor Enhancement Program (TCEP) funding to support the Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements project.

FISCAL IMPACT:

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

VALLEY VOICE

Tulare County awarded $62.7m to modernize SR 99 and Paige Avenue interchange

Posted on July 4, 2025 by Valley Voice Contributor

The Finish the 99 Coalition (comprised of the Madera County Transportation Commission (MCTC), the Merced County Association of Governments (MCAG), Tulare County Association of Governments (TCAG) and dozens of statewide, regional, and local business, labor, and community groups) proudly announces the California Transportation Commission (CTC) has approved $62.7 million in Trade Corridor Enhancement Program (TCEP) funding to support the Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements project.

In October 2024, the project received $98.04 million in federal funding from the U.S. Department of Transportation's Multimodal Project Discretionary Grant (MPDG) program. With this award, the project is now fully funded and can proceed to construction.

The project marks a major step forward towards the goal of finishing SR 99 and will enhance freight mobility, roadway safety, and equitable access on one of California's most important transportation corridors.

"This investment is a testament to what can be achieved when federal, state, and local partners align around a shared vision for safer, cleaner, and more equitable infrastructure," said Robert Poythress, Madera County Supervisor. "It will deliver meaningful benefits to the entire San Joaquin Valley and support regional and statewide economic competitiveness."

Led by the California Department of Transportation (Caltrans), in partnership with TCAG, the project will:

- Widen SR 99 from four to six lanes over 5.4 miles in the City of Tulare,
- Reconstruct the outdated Paige Avenue interchange, replacing signalized intersections with modern roundabouts,
- Install Complete Streets elements, including 10-foot-wide shared-use paths, new sidewalks, and protected pedestrian and bike connections,
- Expand vanpool and transit options to offset Vehicle Miles Traveled (VMT) and reduce emissions, and
- Implement noise mitigation through sound walls.

"This project is a game-changer for Tulare County," said Rudy Mendoza, Mayor, City of Woodlake. "It will not only improve traffic flow and safety on one of our most critical freight corridors, but also expand transportation options for our residents, connect our communities more effectively, and improve air quality for generations to come."

The project will provide a wide variety of benefits, including:

- By reducing traffic congestion and idling along SR 99 and Paige Avenue, the project cuts greenhouse gas and criteria pollutant emissions in nearby neighborhoods – many of which are disadvantaged communities.
- The reconfiguration of Paige Avenue with roundabouts will eliminate signalized delays, improve traffic flow, and reduce freight bottlenecks.
- Roundabouts are a proven safety countermeasure that significantly reduce the likelihood and severity of collisions.
- Additional SR 99 lanes will improve safety for merging vehicles and facilitate more reliable movement of goods throughout the San Joaquin Valley and beyond.
- The project enhances low-cost, multimodal transportation options by creating safer routes for walking, biking, and accessing transit.
- It strengthens east-west connections across SR 99 and links residents to jobs, goods, services, and health care facilities, especially for those without access to a car.
- The project avoids residential displacement, and mitigation funds will expand vanpool and transit options to fully offset VMT increases.

SR 99 is part of the National Highway Freight Network and serves as a critical link between California's ports, agricultural centers, and metropolitan markets. The Tulare SR 99 project will improve performance, safety, and environmental sustainability along this vital corridor.

"This is an investment in the future of the San Joaquin Valley – supporting our vibrant agricultural sector and farm-to-market needs, reducing emissions, and creating safer, more inclusive mobility for all," said Daron McDaniel, Supervisor, Merced County.

For more information about the SR 99 Corridor and Paige Avenue project, visit: https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-48950
For more about the 2024 Trade Corridor Enhancement Program, visit: https://catc.ca.gov

Use your voice

Your email address will not be published. Required fields are marked *

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Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-E

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Save the Date – Rio Mesa Boulevard Groundbreaking Ceremony

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Rio Mesa Boulevard Groundbreaking Ceremony

Thursday, July 24
10:00 am
Near the Flag Barn, SR 41/Avenue 12

For more information regarding the Rio Mesa Boulevard project visit: CONSTRUCTION OF RIO MESA BOULEVARD | Madera County

FISCAL IMPACT:

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

SAVE THE DATE

RIO MESA BOULEVARD

GROUNDBREAKING CEREMONY

THURSDAY, JULY 24TH
10AM
NEAR THE FLAG BARN

MADERA COUNTY

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-F

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Madera Transit Station Specific Plan (MTSP) Community Workshop, July 24, 2025

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Madera County Planning Department will be hosting a Community Workshop on July 24, 2025, for the Madera Transit Station Specific Plan. They will review the draft Land Use and Circulation Plan for the Madera Transit Station Specific Plan and receive input from attendees.

The Madera Transit Station Specific Plan (MTSP) will be a new specific plan that re-envisions 3,860 acres of County of Madera land just southeast of the City of Madera into a vibrant, mixed-use neighborhood centered around the Madera Community College and the forthcoming relocated San Joaquins Madera Station along Avenue 12 that is being implemented by the San Joaquin Joint Powers Authority. The MTSP will explore land use and transportation concepts to create a village framework for the plan area, combining residential at various densities, public uses, commercial, and employment-generating uses. A major component of the plan area is the arrival of High-Speed Rail service at the new Madera Station, which is expected to transform the area into a regional destination and connection point. The MTSP is being created to ensure that the new potential growth and development that follow completion of the new station will create human-scale spaces and sustainable environments in this undeveloped area of the county.

The MTSP will build off the prior 1995 Madera State Community College Specific Plan that provided a development framework appropriate for its time. This new, updated plan will incorporate transit-oriented development principles, multimodal connectivity, economic development, and sustainable placemaking.

An English and Spanish flyer for the event is attached to this staff report. The meeting will take place on July 24, 2025, from 6:00 PM - 7:30 PM at the Madera County Government Center 3rd-floor Presentation Room #3200 200 W. 4th Street, Madera, CA 93637.

FISCAL IMPACT:

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

MTSP
MADERA TRANSIT STATION SPECIFIC PLAN

You are invited to a

Community Workshop

to review the Madera Transit Station Specific Plan Draft Land Use and Circulation Plan

July 24, 2025 | 6:00 PM - 7:30 PM

Madera County Government Center
3rd-floor Presentation Room #3200
200 W. 4th Street, Madera, CA 93637

- ⇨ The County of Madera is creating a new plan for over 3,800 acres of land around the Madera Community College and adjacent to a rail station being redeveloped for Amtrak and future High-Speed Rail.
- ⇨ The County and Consultant Team have developed a draft land use and circulation plan that will include residential neighborhoods, commercial, and employment uses.
- ⇨ Please join us to share your input on the draft plan. This event will be hosted in English with Spanish translation.

MADERA COUNTY
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Questions? Please reach out to Annette Kephart at annette.kephart@maderacounty.com.

bit.ly/gomtsp

MTSP
MADERA TRANSIT STATION SPECIFIC PLAN

Estás invitado a un

Taller comunitario

para discutir el Plan Específico de la Estación de Tránsito de Maderaa, Borrador del Plan de Uso de Suelo y Circulación

24 de Julio de 2025 | 6:00 PM - 7:30 PM

Centro de Gobierno del Condado de Madera
(Madera County Government Center)
3er piso sala de presentaciónes #3200
200 W. 4th Street, Madera, CA 93637

- ⇨ El Condado de Madera está creando un nuevo plan para más de 3,800 acres de terreno alrededor del Colegio Comunitario de Madera (Madera Community College) y junto a una estación de ferrocarril que está siendo remodelada para Amtrak y el futuro Tren de Alta Velocidad (High-Speed Rail).
- ⇨ El Condado y el Equipo Consultor han desarrollado un borrador de plan de uso del suelo y circulación que incluirá barrios residenciales, usos comerciales y de empleo.
- ⇨ Por favor, participe para compartir su opinión sobre el borrador del plan. Este evento se realizará en inglés con traducción al español.

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¿Preguntas? Por favor,
Comuníquese con Annette Kephart
annette.kephart@maderacounty.com

bit.ly/gomtsp

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-G

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Downtown Madera Association Informational Meeting

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Madera Downtown Association is holding an informational meeting regarding the changes to Yosemite Avenue with presentations by Caltrans and City of Madera.

Thursday, July 31, 2025, at 6:00 pm
Adult Day Health Care
629 East Yosemite Avenue

The Downtown Madera Capital Preventative Maintenance (CAPM) and Road Diet project is a project that will replace sign panels, conduct Transportation Management System work, and incorporate Complete Streets elements with a road diet that would reduce the number of lanes from four to two from E Street to Fig Street and add a two-way left-turn lane in the center of the roadway, plus add Class II bike lanes on both sides of the roadway.

The project purpose is to preserve, repair, and extend the life of the existing pavement on State Route 145, update facilities to current standards, and implement community-driven multimodal improvements to downtown Madera along State Route 145.

Based on the Conceptual Report prepared for the Project Initiation Proposal dated 2018 and the City of Madera's State Route 145 (Yosemite Avenue) Downtown Main Street Final Report dated 2020, the project is needed for the following reasons:

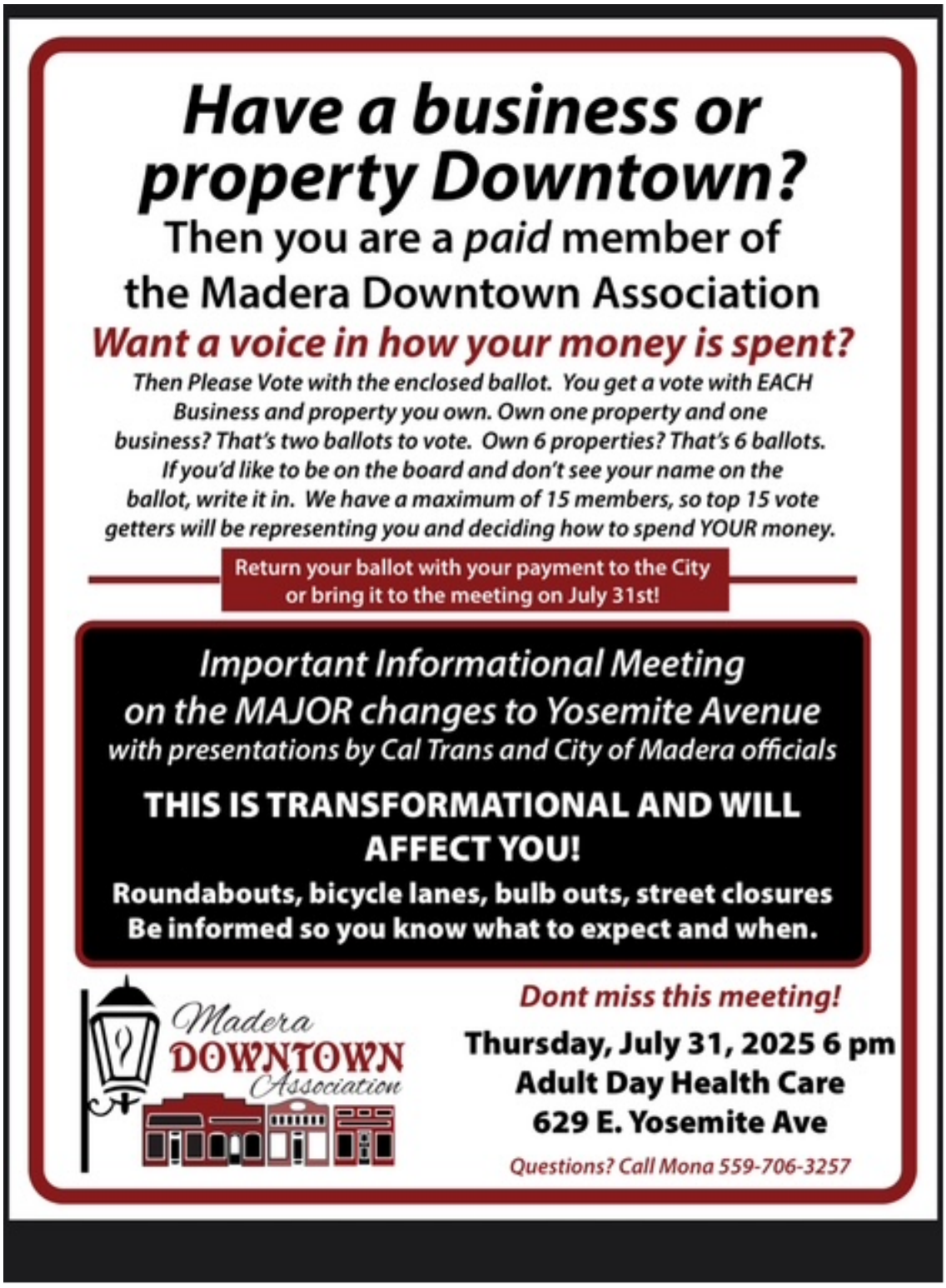
- State Route 145 is a major arterial in Madera County showing considerable distress on the existing pavement to the extent that preservation is needed.
- Improvements along State Route 145 (Yosemite Avenue) are needed to increase pedestrian and bicyclist protection from fast-moving traffic.

- Community-based improvements to multimodal transportation facilities are needed to boost the local economy and connectivity in downtown Madera.

For more information regarding the meeting, call (559) 706-3257. For more information regarding the project visit Downtown Madera Capital Preventative Maintenance and Road Diet | Caltrans

FISCAL IMPACT:

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


Have a business or property Downtown?
Then you are a paid member of the Madera Downtown Association
Want a voice in how your money is spent?
Then Please Vote with the enclosed ballot. You get a vote with EACH Business and property you own. Own one property and one business? That's two ballots to vote. Own 6 properties? That's 6 ballots. If you'd like to be on the board and don't see your name on the ballot, write it in. We have a maximum of 15 members, so top 15 vote getters will be representing you and deciding how to spend YOUR money.
Return your ballot with your payment to the City or bring it to the meeting on July 31st!
Important Informational Meeting on the MAJOR changes to Yosemite Avenue
with presentations by Cal Trans and City of Madera officials
THIS IS TRANSFORMATIONAL AND WILL AFFECT YOU!
Roundabouts, bicycle lanes, bulb outs, street closures
Be informed so you know what to expect and when.
Madera DOWNTOWN Association
Dont miss this meeting!
Thursday, July 31, 2025 6 pm
Adult Day Health Care
629 E. Yosemite Ave
Questions? Call Mona 559-706-3257

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-H

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 6 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 6 to the 2025 FTIP on June 4, 2025. State and Federal approval is not required for this amendment. The amendment includes the following:

- Changes fuel type from electric to gasoline due to difficulties finding electric paratransit vehicles that are reliable, warrantied, and can work on a specific route, per County of Madera request.

Amendment No. 6 to the 2025 FTIP may be found on the MCTC Website.

FISCAL IMPACT:

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

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637
559.675.0721 • maderactc.org

June 4, 2025

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

Attention: Peter Kang

Subject: Submittal of the Madera County Amendment No. 6 (Type 1 – Administrative Modification) to the 2025 Federal Transportation Improvement Program

Dear Mr. Le:

Enclosed for your records is Amendment No. 6 (Type 1 - Administrative Modification) to the 2025 Federal Transportation Improvement Program (FTIP). Federal and State approval has been delegated to the MPO and are not required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 6 to the 2025 FTIP. The project and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2025 FTIP via Amendment No. 6.

- Updated Financial Plan: Attachment 2. The Financial Plan from the 2025 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2025 FTIP Amendment No. 6 addresses the following changes:

    - Changes fuel type from electric to gasoline due to difficulties finding electric paratransit vehicles that are reliable, warrantied and can work on a specific route, per County of Madera request.

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

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

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

MCTC certifies that there are no projects in this Administrative Modification No. 6 included in any other amendments that are currently open for public review. An electronic copy of the amendment will be sent via email. Amendment No. 6 to the 2025 FTIP is also available on the MCTC Website and the California Transportation Improvement Program System (CTIPS).

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

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission

ATTACHMENT 1

PROJECT LISTING

Summary of Changes

MCTC 2025 FTIP Amendment No. 6 (Administrative Modification, Type 1)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
Existing	MAD 113404 221-0000-0436	Madera County; Section 5307; Purchase 5 Paratransit Vehicles (Gasoline).	COST INCREASE	CON	$1,000,000	$1,000,000	24/25	5307	$0	$0	Per County of Madera request. Fuel Type Change Only.
			NO CHANGE	CON	$250,000	$250,000	24/25	Local	$0		

	24/25	25/26	26/27	27/28	Totals
5307	$0	$0	$0	$0	$0
Local	$0	$0	$0	$0	$0
Total	$0	$0	$0	$0	$0

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

Amended

DIST: 06 PPNO: EA: CTIPS ID: 221-0000-0436 CT PROJECT ID: MPO ID.: MAD113404 COUNTY: Madera County ROUTE: PM:	TITLE (DESCRIPTION): 5307; Purchase 5 Paratransit Vehicles (Gasoline) (Madera County; Section 5307; Purchase 5 Paratransit Vehicles (Gasoline).)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER: Monty Cox PHONE: (559) 675-7811 EMAIL: Monty.Cox@maderacounty.com

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	06/02/2025	JFINDLEY	Amendment - Other (Explain ==>)	6	1,250,000		
3	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	1,250,000		
2	Official	05/24/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	7	1,250,000		
1	Official	08/31/2022	JFINDLEY	Adoption -	0	1,214,000		

* FTA Funds -
* Fund Source 1 of 2
* Fund Type: FTA5307 - Urbanized Area Formula Program
* Funding Agency:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE									
RW									
CON		1,000,000							1,000,000
Total:		1,000,000							1,000,000

* Local Funds -
* Fund Source 2 of 2
* Fund Type: County Funds
* Funding Agency:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE									
RW									
CON		250,000							250,000
Total:		250,000							250,000

Project Total:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE									
RW									
CON		1,250,000							1,250,000
Total:		1,250,000							1,250,000

Comments:
Amendment per County of Madera request - 5/30/25

******** Version 4 - 06/02/2025 ********
Currently in FTA Grant #CA-2023-232-00

******** Version 1 - 02/26/24 ********
Project data transfered from 2022 FTIP.
Amendment per Madera County Request - 5/19/23

******** Version 2 - 05/22/2023 ********
2023 FTIP
2022 RTP, Table B-5

******** Version 1 - 04/21/2022 ********

Madera C ty - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0436
CT PROJECT ID:			MPO ID.: MAD113404
COUNTY: Madera County	ROUTE:		PM:

TITLE (DESCRIPTION):
5307; Purchase 5 Paratransit Vehicles (Electric) (Madera County; Section 5307; Purchase 5 Paratransit Vehicles (Electric).)

MPO Aprv: 07/17/2024
State Aprv: 11/15/2024
Federal Aprv: 12/16/2024

EPA TABLE II or III EXEMPT CATEGORY
Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER: Monty Cox PHONE: (559) 675-7811 EMAIL: Monty.Cox@maderacounty.com

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	1,250,000		
2	Official	05/24/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	7	1,250,000		
1	Official	08/31/2022	JFINDLEY	Adoption -	0	1,214,000		

* FTA Funds -
* Fund Source 1 of 2
* Fund Type: FTA5307 - Urbanized Area Formula Program
* Funding Agency:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE									
RW									
CON		1,000,000							1,000,000
Total:		1,000,000							1,000,000

* Local Funds -
* Fund Source 2 of 2
* Fund Type: County Funds
* Funding Agency:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE									
RW									
CON		250,000							250,000
Total:		250,000							250,000

Project Total:

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE									
RW									
CON		1,250,000							1,250,000
Total:		1,250,000							1,250,000

Comments:
Currently in FTA Grant #CA-2023-232-00

******** Version 1 - 02/26/24 ********
Project data transfered from 2022 FTIP.
Amendment per Madera County Request - 5/19/23

******** Version 2 - 05/22/2023 ********
2023 FTIP
2022 RTP, Table B-5

******** Version 1 - 04/21/2022 ********

ATTACHMENT 2

FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
2025 FTIP
Amendment 6
($'s in 1,000)

	Funding Source	NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2025 Amendment		FY 2026 Amendment		FY 2027 Amendment		FY 2028 Amendment		
			Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	
LOCAL	**Sales Tax**		$6,555	$6,555	$11,183	$11,183	$13,278	$13,278	$10,514	$10,514	**$41,530**
	City		*$4,743*	*$4,743*	*$9,545*	*$9,545*	*$11,588*	*$11,588*	*$8,413*	*$8,413*	***$34,289***
	County		*$1,812*	*$1,812*	*$1,638*	*$1,638*	*$1,690*	*$1,690*	*$2,101*	*$2,101*	***$7,241***
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds		$105,100	$105,100							**$105,100**
	County General Funds										
	City General Funds										
	Street Taxes and Developer Fees		*$105,100*	*$105,100*							***$105,100***
	RSTP Exchange funds										
	Transit										
	Transit Fares										
	Other (See Appendix 1)										
	Local Total		**$111,655**	**$111,655**	**$11,183**	**$11,183**	**$13,278**	**$13,278**	**$10,514**	**$10,514**	**$146,630**
REGIONAL	**Tolls**										
	Bridge										
	Corridor										
	Regional Sales Tax		$73	$73	$3,681	$3,681	$12,311	$12,311			**$16,065**
	Other (See Appendix 2)										
	Regional Total		**$73**	**$73**	**$3,681**	**$3,681**	**$12,311**	**$12,311**			**$16,065**
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]		$3,188	$3,188	$71,882	$71,882	$20,890	$20,890			**$95,960**
	SHOPP		*$3,188*	*$3,188*	*$71,882*	*$71,882*	*$20,890*	*$20,890*			***$95,960***
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) [1]		$4,407	$4,407	$107	$107	$39,107	$39,107	$80,107	$80,107	**$123,728**
	STIP		*$4,407*	*$4,407*	*$107*	*$107*	*$39,107*	*$39,107*	*$80,107*	*$80,107*	***$123,728***
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) [1]		$395	*$395*	$2,417	*$2,417*			$6,201	*$6,201*	**$9,013**
	Highway Maintenance (HM) Program [1]										
	Highway Bridge Program (HBP) [1]	1	$9,652	*$9,652*	$614	*$614*	$5,413	*$5,413*	$4,162	*$4,162*	**$19,841**
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) [1]										
	Other (See Appendix 3)				$3,073	$3,073	$70,494	$70,494			**$73,567**
	State Total		**$17,642**	**$17,642**	**$78,093**	**$78,093**	**$135,904**	**$135,904**	**$90,470**	**$90,470**	**$322,109**
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$3,571	$3,571	$3,149	$3,149	$3,015	$3,015	$3,653	$3,653	**$13,388**
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		$646	$646	$674	$674	$703	$703	$734	$734	**$2,757**
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		$277	$277					$153	$153	**$430**
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)										
	Federal Transit Total		**$4,494**	**$4,494**	**$3,823**	**$3,823**	**$3,718**	**$3,718**	**$4,540**	**$4,540**	**$16,575**
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	$6,216	$6,216	$2,259	$2,259	$2,304	$2,304	$2,349	$2,349	**$13,128**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		$459	$459	$305	$305	$156	$156	$487	$487	**$1,407**
	Promoting Resilient Operations for Transformative (PROTECT)										
	Other (see Appendix 5)		$33,080	$33,080	$50,000	$50,000					**$83,080**
	Federal Highway Total		**$39,755**	**$39,755**	**$52,564**	**$52,564**	**$2,460**	**$2,460**	**$2,836**	**$2,836**	**$97,615**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
	Federal Total		**$44,249**	**$44,249**	**$56,387**	**$56,387**	**$6,178**	**$6,178**	**$7,376**	**$7,376**	**$114,190**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL			**$173,619**	**$173,619**	**$149,344**	**$149,344**	**$167,671**	**$167,671**	**$108,360**	**$108,360**	**$598,994**

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

Template Updated: 3/5/2024

TABLE 1: REVENUE - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 6
($'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Local Other Total									

Appendix 2 - Regional Other

Regional Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transit and Intercity Rail Capital Program (TIRCP)			$3,073	$3,073	$70,494	$70,494			**$73,567**
State Other Total			**$3,073**	**$3,073**	**$70,494**	**$70,494**			**$73,567**

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
INFRA Grants - Rural Surface Transportation	$25,000	$25,000							**$25,000**
Community Project Funded Congressional Directed Spending Program Funds	$1,950	$1,950							**$1,950**
Railroad Crossing Elimination Grant Program	$1,600	$1,600							**$1,600**
INFRA MEGA	$4,530	$4,530	$50,000	$50,000					**$54,530**
Federal Highway Other Total	**$33,080**	**$33,080**	**$50,000**	**$50,000**					**$83,080**

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 6
($'s in 1,000)

	FUNDING SOURCES	NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2025 Amendment		FY 2026 Amendment		FY 2027 Amendment		FY 2028 Amendment		
			Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	Prior No. 5	Current No. 6	
LOCAL	**Local Total**		$111,655	$111,655	$11,183	$11,183	$13,278	$13,278	$10,514	$10,514	**$146,630**
REGIONAL	**Tolls**										
	Bridge										
	Corridor										
	Regional Sales Tax		$73	$73	$3,681	$3,681	$12,311	$12,311			**$16,065**
	Other (See Appendix A)										
	Regional Total		**$73**	**$73**	**$3,681**	**$3,681**	**$12,311**	**$12,311**			**$16,065**
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]		$3,188	$3,188	$71,882	$71,882	$20,890	$20,890			**$95,960**
	SHOPP		*$3,188*	*$3,188*	*$71,882*	*$71,882*	*$20,890*	*$20,890*			***$95,960***
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) [1]		$4,407	$4,407	$107	$107	$39,107	$39,107	$80,107	$80,107	**$123,728**
	STIP		*$4,407*	*$4,407*	*$107*	*$107*	*$39,107*	*$39,107*	*$80,107*	*$80,107*	***$123,728***
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program [1]		$395	*$395*	$2,417	*$2,417*			$6,201	*$6,201*	**$9,013**
	Highway Maintenance (HM) Program [1]										
	Highway Bridge Program (HBP) [1]	1	$9,652	*$9,652*	$614	*$614*	$5,413	*$5,413*	$4,162	*$4,162*	**$19,841**
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) [1]										
	Other (See Appendix B)				$3,073	$3,073	$70,494	$70,494			**$73,567**
	State Total		**$17,642**	**$17,642**	**$78,093**	**$78,093**	**$135,904**	**$135,904**	**$90,470**	**$90,470**	**$322,109**
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$3,571	$3,571	$3,149	$3,149	$3,015	$3,015	$3,653	$3,653	**$13,388**
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		$646	$646	$674	$674	$703	$703	$734	$734	**$2,757**
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		$277	$277					$153	$153	**$430**
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		**$4,494**	**$4,494**	**$3,823**	**$3,823**	**$3,718**	**$3,718**	**$4,540**	**$4,540**	**$16,575**
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	$6,160	$6,160	$2,161	$2,161	$2,100	$2,100	$2,270	$2,270	**$12,691**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		$459	$459	$305	$305	$156	$156	$487	$487	**$1,407**
	Promoting Resilient Operations for Transformative (PROTECT)										
	Other (see Appendix D)		$33,080	$33,080	$50,000	$50,000					**$83,080**
	Federal Highway Total		**$39,699**	**$39,699**	**$52,466**	**$52,466**	**$2,256**	**$2,256**	**$2,757**	**$2,757**	**$97,178**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		**$44,193**	**$44,193**	**$56,289**	**$56,289**	**$5,974**	**$5,974**	**$7,297**	**$7,297**	**$113,753**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			**$173,563**	**$173,563**	**$149,246**	**$149,246**	**$167,467**	**$167,467**	**$108,281**	**$108,281**	**$598,557**

MPO Financial Summary Notes:

[1] *State Programs that include both state and federal funds.*

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

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

Template Updated: 3/5/2024

TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 6
($'s in 1,000)

Appendix A - Regional Other

Regional Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Regional Other Total									

Appendix B - State Other

State Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Transit and Intercity Rail Capital Program (TIRCP)			$3,073	$3,073	$70,494	$70,494			$73,567
State Other Total			$3,073	$3,073	$70,494	$70,494			$73,567

Appendix C - Federal Transit Other

Federal Transit Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
INFRA Grants - Rural Surface Transportation	$25,000	$25,000							$25,000
Community Project Funded Congressional Directed Spending Program Funds	$1,950	$1,950							$1,950
Railroad Crossing Elimination Grant Program	$1,600	$1,600							$1,600
INFRA MEGA	$4,530	$4,530	$50,000	$50,000					$54,530
Federal Highway Other Total	$33,080	$33,080	$50,000	$50,000					$83,080

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Federal Railroad Administration Other Total									

Appendix F - Innovative Finance Other

Innovative Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Innovative Other Total									

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 6
($'s in 1,000)

	FUNDING SOURCES	4 YEAR (FTIP Period)								
		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL CURRENT
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 5	No. 6	No. 5	No. 6	No. 5	No. 6	No. 5	No. 6	
LOCAL	**Local Total**									
REGIONAL	**Tolls**									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) [1]									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program [1]									
	Highway Maintenance (HM) Program [1]									
	Highway Bridge Program (HBP) [1]									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) [1]									
	Other									
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$56	$56	$98	$98	$204	$204	$79	$79	**$437**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Carbon Reduction Program (CRP)									
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other									
	Federal Highway Total	**$56**	**$56**	**$98**	**$98**	**$204**	**$204**	**$79**	**$79**	**$437**
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	**$56**	**$56**	**$98**	**$98**	**$204**	**$204**	**$79**	**$79**	**$437**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		**$56**	**$56**	**$98**	**$98**	**$204**	**$204**	**$79**	**$79**	**$437**

Template Updated: 3/5/2024

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-I

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 7 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 7 to the 2025 FTIP on June 27, 2025. State and Federal approval is not required for this amendment. The amendment includes the following:

- Adding FTA Section 5339 funds and reducing local matching funds for the Madera Metro Intermodal Transit Center renovation project (MAD 215030) with no changes to project activities, per City of Madera request.

Amendment No. 7 to the 2025 FTIP may be found on the MCTC Website.

FISCAL IMPACT:

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

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637
559.675.0721 • maderactc.org

June 27, 2025

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

Attention: Peter Kang

Subject: Submittal of the Madera County Amendment No. 7 (Type 1 – Administrative Modification) to the 2025 Federal Transportation Improvement Program

Dear Mr. Le:

Enclosed for your records is Amendment No. 7 (Type 1 - Administrative Modification) to the 2025 Federal Transportation Improvement Program (FTIP). Federal and State approval has been delegated to the MPO and are not required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 7 to the 2025 FTIP. The project and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2025 FTIP via Amendment No. 7.

- Updated Financial Plan: Attachment 2. The Financial Plan from the 2025 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2025 FTIP Amendment No. 7 addresses the following changes:

    - Adding FTA Section 5339 funds and reducing local matching funds for the Madera Metro Intermodal Transit Center renovation project (MAD 215030) with no changes to project activities, per City of Madera request.

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

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

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

MCTC certifies that there are no projects in this Administrative Modification No. 7 included in any other amendments that are currently open for public review. An electronic copy of the amendment will be sent via email. Amendment No. 7 to the 2025 FTIP is also available on the MCTC Website and the California Transportation Improvement Program System (CTIPS).

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

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission

ATTACHMENT 1

PROJECT LISTING

Summary of Changes

MCTC 2025 FTIP Amendment No. 7 (Administrative Modification, Type 1)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
Existing	MAD 215030 221-0000-0478	City of Madera; Intermodal Renovation (Formula).	COST INCREASE	CON	$95,000	$95,000	24/25	5339	$0	($71,000)	Per City of Madera Request.
			NO CHANGE	CON	$95,000	$24,000	24/25	Local	($71,000)		
					$0	$46,000	25/26	5339	$46,000	$58,000	
			NO CHANGE	CON	$0	$12,000	25/26	Local	$12,000		

	24/25	25/26	26/27	27/28	Totals
5339	$0	$46,000	$0	$0	$46,000
Local	($71,000)	$12,000	$0	$0	($59,000)
Total	**($71,000)**	**$58,000**	**$0**	**$0**	**($13,000)**

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

Amended

DIST: 06 CT PROJECT ID: COUNTY: Madera County	PPNO: EA: ROUTE:	CTIPS ID: 221-0000-0478 MPO ID.: MAD215030 PM:	TITLE (DESCRIPTION): 5339; Intermodal Renovation (Formula) (City of Madera; Intermodal Renovation (Formula).)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Reconstruction of transit structures.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor PHONE: (559) 661-3693 EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	07/17/2024	JFINDLEY	Adoption -	0	190,000		

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		95,000	46,000						141,000
* Funding Agency:	Total:		95,000	46,000						141,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON		24,000	12,000						36,000
* Funding Agency:	Total:		24,000	12,000						36,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON		119,000	58,000						177,000
	Total:		119,000	58,000						177,000

Comments:
Amendment per City of Madera Request.

******** Version 2 - 06/24/2025 ********
2025 FTIP
2022 RTP, Table B-5

******** Version 1 - 04/29/2024 ********

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

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0478
CT PROJECT ID:			MPO ID.: MAD215030
COUNTY: Madera County	ROUTE:		PM:

TITLE (DESCRIPTION): 5339; Intermodal Renovation (Formula) (City of Madera; Intermodal Renovation (Formula).)

MPO Aprv: 07/17/2024
State Aprv: 11/15/2024
Federal Aprv: 12/16/2024

EPA TABLE II or III EXEMPT CATEGORY
Reconstruction of transit structures.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor PHONE: (559) 661-3693 EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		95,000							95,000
* Funding Agency:	Total:		95,000							95,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON		95,000							95,000
* Funding Agency:	Total:		95,000							95,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON		190,000							190,000
	Total:		190,000							190,000

Comments:
2025 FTIP
2022 RTP, Table B-5

******** Version 1 - 04/29/2024 ********

ATTACHMENT 2

FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
2025 FTIP
Amendment 7
($'s in 1,000)

	Funding Source	NOTES	4 YEAR (FTIP Period)								
			FY 2025		FY 2026		FY 2027		FY 2028		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 6	Current No. 7	Prior No. 6	Current No. 7	Prior No. 6	Current No. 7	Prior No. 6	Current No. 7	
LOCAL	**Sales Tax**		$6,555	$6,484	$11,183	$11,195	$13,278	$13,278	$10,514	$10,514	**$41,471**
	City		*$4,743*	*$4,672*	*$9,545*	*$9,557*	*$11,588*	*$11,588*	*$8,413*	*$8,413*	***$34,230***
	County		*$1,812*	*$1,812*	*$1,638*	*$1,638*	*$1,690*	*$1,690*	*$2,101*	*$2,101*	***$7,241***
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds		$105,100	$105,100							**$105,100**
	County General Funds										
	City General Funds										
	Street Taxes and Developer Fees		*$105,100*	*$105,100*							***$105,100***
	RSTP Exchange funds										
	Transit										
	Transit Fares										
	Other (See Appendix 1)										
	Local Total		**$111,655**	**$111,584**	**$11,183**	**$11,195**	**$13,278**	**$13,278**	**$10,514**	**$10,514**	**$146,571**
REGIONAL	**Tolls**										
	Bridge										
	Corridor										
	Regional Sales Tax		$73	$73	$3,681	$3,681	$12,311	$12,311			**$16,065**
	Other (See Appendix 2)										
	Regional Total		**$73**	**$73**	**$3,681**	**$3,681**	**$12,311**	**$12,311**			**$16,065**
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]		$3,188	$3,188	$71,882	$71,882	$20,890	$20,890			**$95,960**
	SHOPP		*$3,188*	*$3,188*	*$71,882*	*$71,882*	*$20,890*	*$20,890*			***$95,960***
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) [1]		$4,407	$4,407	$107	$107	$39,107	$39,107	$80,107	$80,107	**$123,728**
	STIP		*$4,407*	*$4,407*	*$107*	*$107*	*$39,107*	*$39,107*	*$80,107*	*$80,107*	***$123,728***
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) [1]		$395	*$395*	$2,417	*$2,417*			$6,201	*$6,201*	**$9,013**
	Highway Maintenance (HM) Program [1]										
	Highway Bridge Program (HBP) [1]	1	$9,652	*$9,652*	$614	*$614*	$5,413	*$5,413*	$4,162	*$4,162*	**$19,841**
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) [1]										
	Other (See Appendix 3)				$3,073	$3,073	$70,494	$70,494			**$73,567**
	State Total		**$17,642**	**$17,642**	**$78,093**	**$78,093**	**$135,904**	**$135,904**	**$90,470**	**$90,470**	**$322,109**
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$3,571	$3,571	$3,149	$3,149	$3,015	$3,015	$3,653	$3,653	**$13,388**
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		$646	$646	$674	$674	$703	$703	$734	$734	**$2,757**
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		$277	$277		$46			$153	$153	**$476**
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)										
	Federal Transit Total		**$4,494**	**$4,494**	**$3,823**	**$3,869**	**$3,718**	**$3,718**	**$4,540**	**$4,540**	**$16,621**
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	$6,216	$6,216	$2,259	$2,259	$2,304	$2,304	$2,349	$2,349	**$13,128**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		$459	$459	$305	$305	$156	$156	$487	$487	**$1,407**
	Promoting Resilient Operations for Transformative (PROTECT)										
	Other (see Appendix 5)		$33,080	$33,080	$50,000	$50,000					**$83,080**
	Federal Highway Total		**$39,755**	**$39,755**	**$52,564**	**$52,564**	**$2,460**	**$2,460**	**$2,836**	**$2,836**	**$97,615**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
	Federal Total		**$44,249**	**$44,249**	**$56,387**	**$56,433**	**$6,178**	**$6,178**	**$7,376**	**$7,376**	**$114,236**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL			**$173,619**	**$173,548**	**$149,344**	**$149,402**	**$167,671**	**$167,671**	**$108,360**	**$108,360**	**$598,981**

Financial Summary Notes:

[1] *State Programs that include both state and federal funds.*

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

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

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TABLE 1: REVENUE - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 7
($'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Local Other Total									

Appendix 2 - Regional Other

Regional Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transit and Intercity Rail Capital Program (TIRCP)			$3,073	$3,073	$70,494	$70,494			$73,567

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 7
($'s in 1,000)

	FUNDING SOURCES	NOTES	4 YEAR (FTIP Period)								
			FY 2025		FY 2026		FY 2027		FY 2028		TOTAL CURRENT
			Amendment	Current No. 7	Amendment	Current No. 7	Amendment	Current No. 7	Amendment	Current No. 7	
LOCAL	**Local Total**		$111,655	$111,584	$11,183	$11,195	$13,278	$13,278	$10,514	$10,514	**$146,571**
REGIONAL	**Tolls**										
	Bridge										
	Corridor										
	Regional Sales Tax		$73	$73	$3,681	$3,681	$12,311	$12,311			**$16,065**
	Other (See Appendix A)										
	Regional Total		**$73**	**$73**	**$3,681**	**$3,681**	**$12,311**	**$12,311**			**$16,065**
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]		$3,188	$3,188	$71,882	$71,882	$20,890	$20,890			**$95,960**
	SHOPP		*$3,188*	*$3,188*	*$71,882*	*$71,882*	*$20,890*	*$20,890*			***$95,960***
	SHOPP Prior										
	State Transportation Improvement Program (STIP) [1]		$4,407	$4,407	$107	$107	$39,107	$39,107	$80,107	$80,107	**$123,728**
	STIP		*$4,407*	*$4,407*	*$107*	*$107*	*$39,107*	*$39,107*	*$80,107*	*$80,107*	***$123,728***
	STIP Prior										
	State Bond										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program [1]		$395	*$395*	$2,417	*$2,417*			$6,201	*$6,201*	**$9,013**
	Highway Maintenance (HM) Program [1]										
	Highway Bridge Program (HBP) [1]	1	$9,652	*$9,652*	$614	*$614*	$5,413	*$5,413*	$4,162	*$4,162*	**$19,841**
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) [1]										
	Other (See Appendix B)				$3,073	$3,073	$70,494	$70,494			**$73,567**
	State Total		**$17,642**	**$17,642**	**$78,093**	**$78,093**	**$135,904**	**$135,904**	**$90,470**	**$90,470**	**$322,109**
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$3,571	$3,571	$3,149	$3,149	$3,015	$3,015	$3,653	$3,653	**$13,388**
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		$646	$646	$674	$674	$703	$703	$734	$734	**$2,757**
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		$277	$277		$46			$153	$153	**$476**
	Other (See Appendix C)										
	Federal Transit Total		**$4,494**	**$4,494**	**$3,823**	**$3,869**	**$3,718**	**$3,718**	**$4,540**	**$4,540**	**$16,621**
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	$6,160	$6,160	$2,161	$2,161	$2,100	$2,100	$2,270	$2,270	**$12,691**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		$459	$459	$305	$305	$156	$156	$487	$487	**$1,407**
	Promoting Resilient Operations for Transformative (PROTECT)										
	Other (see Appendix D)		$33,080	$33,080	$50,000	$50,000					
	Federal Highway Total		**$39,699**	**$39,699**	**$52,466**	**$52,466**	**$2,256**	**$2,256**	**$2,757**	**$2,757**	**$97,178**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		**$44,193**	**$44,193**	**$56,289**	**$56,335**	**$5,974**	**$5,974**	**$7,297**	**$7,297**	**$113,799**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			**$173,563**	**$173,492**	**$149,246**	**$149,304**	**$167,467**	**$167,467**	**$108,281**	**$108,281**	**$598,544**

MPO Financial Summary Notes:

[1] *State Programs that include both state and federal funds.*

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

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

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TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 7
($'s in 1,000)

Appendix A - Regional Other

Regional Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Regional Other Total									

Appendix B - State Other

State Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Transit and Intercity Rail Capital Program (TIRCP)			$3,073	$3,073	$70,494	$70,494			**$73,567**
State Other Total			**$3,073**	**$3,073**	**$70,494**	**$70,494**			**$73,567**

Appendix C - Federal Transit Other

Federal Transit Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
INFRA Grants - Rural Surface Transportation	$25,000	$25,000							**$25,000**
Community Project Funded Congressional Directed Spending Program Funds	$1,950	$1,950							**$1,950**
Railroad Crossing Elimination Grant Program	$1,600	$1,600							**$1,600**
INFRA MEGA	$4,530	$4,530	$50,000	$50,000					**$54,530**
Federal Highway Other Total	**$33,080**	**$33,080**	**$50,000**	**$50,000**					**$83,080**

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Federal Railroad Administration Other Total									

Appendix F - Innovative Finance Other

Innovative Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Innovative Other Total									

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 7
($'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								
		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL CURRENT
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 6	No. 7	No. 6	No. 7	No. 6	No. 7	No. 6	No. 7	
LOCAL	**Local Total**									
REGIONAL	**Tolls**									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) [1]									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program [1]									
	Highway Maintenance (HM) Program [1]									
	Highway Bridge Program (HBP) [1]									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) [1]									
	Other									
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$56	$56	$98	$98	$204	$204	$79	$79	**$437**
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Carbon Reduction Program (CRP)									
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other									
	Federal Highway Total	**$56**	**$56**	**$98**	**$98**	**$204**	**$204**	**$79**	**$79**	**$437**
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	**$56**	**$56**	**$98**	**$98**	**$204**	**$204**	**$79**	**$79**	**$437**
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		**$56**	**$56**	**$98**	**$98**	**$204**	**$204**	**$79**	**$79**	**$437**

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Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-J

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2024 State Transportation Improvement Program (STIP) and 2024 Regional Transportation Improvement Program (RTIP) Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) has released the Draft 2026 STIP Fund Estimate (see enclosure). The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The MCTC 2026 RTIP is anticipated to be adopted by the Policy Board in November 2025. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including Federal, State, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

The CTC is scheduled to approve the 2026 STIP Fund Estimate and 2026 STIP Guidelines at their meeting in August 2025.

The following is the schedule for the 2026 STIP and MCTC 2026 RTIP.

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans submits Draft ITIP	By October 15, 2025
CTC ITIP Hearing - North and South	By November 15, 2025
MCTC adopts 2026 RTIP	November 2025

MCTC RTIP to CTC (postmark by)	December 15, 2025
RTIPs and ITIP submitted to CTC	December 15, 2025
CTC STIP Hearing – North and South	January/February 2026
CTC publishes staff recommendations	End of February 2026
CTC Adopts 2026 STIP	March 2026

FISCAL IMPACT:

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

Table 3 - Calculation of New Programming Targets and Shares - Total Target

($ in thousands)

County	Net Carryover		2026 STIP Share through 2030-31			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	**Net Share (Total Target)**	Net Advance
Alameda	0	(8,664)	22,711	0	**14,047**	0
Alpine	0	(1,511)	652	0	**0**	(859)
Amador	1,052	0	1,476	76	**2,604**	0
Butte	0	(492)	4,095	0	**3,603**	0
Calaveras	0	0	1,726	0	**1,726**	0
Colusa	2,553	0	1,158	0	**3,711**	0
Contra Costa	0	0	15,529	0	**15,529**	0
Del Norte	0	(3,682)	1,060	0	**0**	(2,622)
El Dorado LTC	0	(20,591)	3,023	0	**0**	(17,568)
Fresno	0	0	16,661	0	**16,661**	0
Glenn	90	0	1,212	0	**1,302**	0
Humboldt	0	(1,258)	4,312	0	**3,054**	0
Imperial	23,853	0	7,890	0	**31,743**	0
Inyo	643	0	6,202	0	**6,845**	0
Kern	6,434	0	22,735	0	**29,169**	0
Kings	0	(4,129)	3,122	0	**0**	(1,007)
Lake	5,558	0	1,901	0	**7,459**	0
Lassen	1,942	0	2,747	0	**4,689**	0
Los Angeles	0	0	130,550	20,000	**150,550**	0
Madera	1,931	0	2,970	0	**4,901**	0
Marin	0	(11,562)	3,990	0	**0**	(7,572)
Mariposa	2,188	0	1,117	0	**3,305**	0
Mendocino	0	(5,776)	4,120	0	**0**	(1,656)
Merced	0	0	5,512	0	**5,512**	0
Modoc	2,109	0	1,477	0	**3,586**	0
Mono	817	0	4,635	0	**5,452**	0
Monterey	0	(2,136)	7,747	14,709	**20,320**	0
Napa	0	(6,682)	2,595	0	**0**	(4,087)
Nevada	863	0	2,376	0	**3,239**	0
Orange	0	(11,786)	41,628	0	**29,842**	0
Placer TPA	0	(4,449)	6,012	0	**1,563**	0
Plumas	0	(1,686)	1,653	0	**0**	(33)
Riverside	0	0	37,345	0	**37,345**	0
Sacramento	31,371	0	21,538	137	**53,046**	0
San Benito	0	(11,338)	1,504	0	**0**	(9,834)
San Bernardino	0	0	42,593	0	**42,593**	0
San Diego	0	(179,915)	48,148	5,700	**0**	(126,067)
San Francisco	0	0	11,275	0	**11,275**	0
San Joaquin	0	0	11,826	0	**11,826**	0
San Luis Obispo	1,324	0	8,267	0	**9,591**	0
San Mateo	31,290	0	11,244	5,477	**48,011**	0
Santa Barbara	770	0	9,364	0	**10,134**	0
Santa Clara	0	0	26,260	29,702	**55,962**	0
Santa Cruz	0	0	4,352	0	**4,352**	0
Shasta	5,049	0	4,735	0	**9,784**	0
Sierra	1,858	0	816	0	**2,674**	0
Siskiyou	30	0	3,323	0	**3,353**	0
Solano	0	(10,654)	6,946	0	**0**	(3,708)
Sonoma	34	0	7,977	0	**8,011**	0
Stanislaus	1,563	0	8,339	0	**9,902**	0
Sutter	2,200	0	1,890	0	**4,090**	0
Tahoe RPA	1,044	0	1,025	0	**2,069**	0
Tehama	5,701	0	2,413	0	**8,114**	0
Trinity	2,740	0	1,748	2,700	**7,188**	0
Tulare	0	(9,247)	10,463	0	**1,216**	0
Tuolumne	2,726	0	1,910	0	**4,636**	0
Ventura	101,847	0	13,611	0	**115,458**	0
Yolo	0	(3,528)	4,024	2,656	**3,152**	0
Yuba	15,183	0	1,522	0	**16,705**	0
Statewide Regional	254,763	(299,086)	639,052	81,157	**850,899**	(175,013)
Interregional	0	(78,966)	213,018	62,037	**196,089**	0
TOTAL	254,763	(378,052)	852,070	143,194	**1,046,988**	(175,013)

Statewide SHA Capacity	**1,357,246**
Statewide PTA Capacity	**(310,258)**
Total	**1,046,988**

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 17, 2025

AGENDA ITEM: 4-K

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2025 Valley Voice – Washington D.C. Draft Legislative Platform

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C., will be held September 7-11, 2025. Attached is the proposed DRAFT Federal Legislative Platform.

FISCAL IMPACT:

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

PRELIMINARY REVIEW DRAFT

Federal Funding

- Prioritize distributing federal funding through key formula programs
  - Surface Transportation Block Grant (STBG) Program
  - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Metropolitan Planning Program (MPP)
- Implement or increase mandatory suballocations of funds directly to MPOs
- Shift the share of federal dollars formula funding streams that are more predictable and accessible to our agencies than competitive programs.
- Increase funding for oversubscribed bridge programs, including the Bridge Formula Program (BFP) and Bridge Investment Program (BIP)
- Direct federal funding to strengthen local roads subject to heavy-duty trucks and equipment supporting agricultural production and goods movement
- Maintain funding for programs designed to address air quality challenges in the region with eligibility for more efficient, innovative vehicles and equipment
- Maintain investments in intercity passenger rail, including eligibility for high-speed rail projects that are effectively managed
- Support the *Farm-to-Market Road Improvement Act* that would provide a ten percent set-aside within the Rural Surface Transportation (Rural) Grant Program

Federal Policy Priorities

- Support solutions to streamline project permitting efforts and reduce administrative burdens and project delays associated with *National Environmental Policy Act (NEPA)* reviews
- Require federal interagency coordination to be fulfilled on reasonable, established timelines
- Reconsider the utility of National Performance Management Measures (NPMMs)
- Simply federal grant application process for competitive programs and enhance access for small and rural agencies

DRAFT

Regional Projects

- [Insert list of pending grant applications]
- [Insert list of pending CDS/CPF requests advanced by Congressional delegation]

DRAFT

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-L

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Unmet Transit Needs FY 2025-26 Analysis and Recommendations Report

Enclosure: Yes

Action: Accept the Unmet Transit Needs FY 2025-26 Analysis and Recommendations Report

SUMMARY:

MCTC staff have prepared an Analysis and Recommendations Report for the Unmet Transit Needs process for FY 2025-26. The MCTC Policy Board approved the Unmet Transit Needs finding by Resolution 25-03 at the meeting on May 21, 2025. 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.

FISCAL IMPACT:

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

UNMET TRANSIT NEEDS

FY 2025-26

Analysis and Recommendations Report

June 2025

Madera County Transportation Commission

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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 2025-2026 Unmet Transit Needs Assessment

On May 21, 2025, the MCTC Policy Board adopted Resolution Number 25-03, approving the SSTAC's unmet transit needs findings for FY 2025-26.

During the "Unmet Transit Needs" Public Hearing on Wednesday, April 23, 2025, the MCTC Policy Board received no public comments. Comments were received at public workshops, through an online survey, and by email.

Analysis and Recommendations

The SSTAC reviewed twenty-four comments. Eight 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 the County of Madera: There are no unmet transit needs.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs.

The MCTC Policy Board approved 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:

- PROVIDE TRANSPORTATION TO UC MERCED AND MERCED COLLEGE

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: This route would be approximately 70 miles roundtrip and would take 2.0 hours to complete. At Madera County Connection's (MCC) current operating expense, it will cost approximately $200 per roundtrip to provide. To achieve the targeted Fare Box Recovery Rate of 10% and an average fare of $1.57 per passenger, this route would require a minimum of thirteen passengers per run, with two runs per day, or 26 passengers total. There was a route in the past that was discontinued due to low ridership. MCC is interested in collaborating with the university to assess its feasibility and if there is enough potential ridership, would like UC Merced to consider contributing funding support for this route. Caltrans has suggested securing funding for a study to evaluate the need for this service and potentially partnering with MCTC to conduct it. Additional planning and coordination will be necessary to move this effort forward.

- INCREASE THE FREQUENCY ON THE VALLEY CHILDREN'S ROUTE. THE GAP BETWEEN THE 11:51AM AND 3:15PM DEPARTURES IS TOO LONG.

SSTAC Recommendation: Not an unmet transit need.

Discussion: This route is approximately 40 miles roundtrip and takes about 1.4 hours to complete. Based on MCC's current operating expenses, it costs approximately $132 per roundtrip to provide service. In order to meet the targeted Fare Box Recovery Rate of 10%, and assuming an average fare of $1.57 per passenger, a minimum of 9 passengers per roundtrip would be needed. However, with an average of only 3 riders per run last year, reaching this ridership level does not appear to be a realistic expectation at this time. Microtransit may offer a flexible and cost-effective solution to provide increased service in this area. MCC is currently exploring potential funding sources to support this option. Future development, The Hill, is anticipated near the hospital, which could generate additional demand for transportation services. In particular, janitorial and other hospital staff residing in Madera may rely on this service for commuting, highlighting the potential need for targeted transit solutions. MCC regularly assesses any change in service demand and will adjust accordingly.

- INCREASE THE FREQUENCY TO THE COMMUNITY OF LA VINA TO MONDAY – FRIDAY BETWEEN 7:30AM – 3:30PM OR AT 7:30AM, 1:00PM, AND 5-6:00PM. RIDERS FROM LA VINA GET STRANDED IN MADERA BECAUSE THERE ISN'T ENOUGH FREQUENCY TO GET BACK HOME AFTER APPOINTMENTS (MULTIPLE COMMENTS)

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately $106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of $1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

- PROVIDE SERVICE FROM OAKHURST (ALL MOUNTAIN COMMUNITIES) TO GET TO MADERA COUNTY SUPERIOR COURT BY 8:00AM, MONDAY-FRIDAY FOR COURT APPEARANCES, JURY DUTY, ETC.

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: The frequency of service in Oakhurst was increased from 3 runs to 5 runs to better accommodate demand. Additional runs will be considered as ridership continues to grow. However, to reach Madera from Oakhurst by 8:00 a.m., service would need to begin as early as 4:00 a.m. from Madera, which presents challenges in terms of both operations and ridership. Sustaining a run that early in the day may not be feasible without sufficient passenger demand.

- PROVIDE LOCAL SERVICE IN OAKHURST ON SUNDAY TO GO TO CHURCH SERVICES

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: Microtransit may offer a flexible and cost-effective solution to provide increased service in this area. MCC is currently exploring potential funding sources to support this option.

- ADD A BUS STOP AT THE NEW RIVER GROVE APARTMENT COMPLEX IN OAKHURST

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: There is an existing stop at the park and ride that is within a quarter of a mile of the River Grove apartments.

- NEED AN APP TO TRACK THE BUSES IN REAL TIME AND GET UPDATES WHEN THE BUS IS LATE, HIGH TRAFFIC, ETC.

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: Riders can use MCCtransit.com to track the County's buses. The Transit App (by Swiftly) also provides the location of the bus in real-time. The schedules are also accessible on the app.

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:

- INCREASE THE FREQUENCY OF BUSES AND SUNDAY SERVICE AND EXPAND THE HOURS OF OPERATION IN THE CITY OF MADERA

  SSTAC Recommendation: Not an unmet transit need.

  Discussion: (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. While the City is open to ongoing consideration for additional expansion of services, at this time the requests have been very minimal. Additionally, consideration of any expansion of program changes requires a budget review to ensure financial sustainability of services.

- NEED AN APP TO TRACK THE BUSES IN REAL TIME AND GET UPDATES WHEN THE BUS IS LATE, HIGH TRAFFIC, ETC.

  SSTAC Recommendation: Not an unmet transit need

Discussion**:** Madera Metro (City of Madera) is in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. It is anticipated that this study will include the integration of technology platforms to address the identified feedback.

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Chowchilla (CATX).

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 Medical 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 Medical 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 2024-2025

Table 1: SSTAC Members FY 2024-2025

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
Potential Transit User Who Has a Disability	Cynthia Ortegon	Community Member – City of Madera	May 2027
Representative of a Local Social Service Provider for Older Adults	Mattie Mendez	Community Action Partnership of Madera County, Inc. (CAPMC)	May 2027
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	June 2027
Representative of a Local Social Service Provider for Persons with Disabilities	Nancy Ramirez	Madera County Department of Social Services	September 2027
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
Representative of a Social Service Transportation Provider for Older Adults	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 2019-2023American 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 2019-2023 ACS Five-Year Estimates, Madera County's current population is 158,790. 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: 2023 Population in Madera County

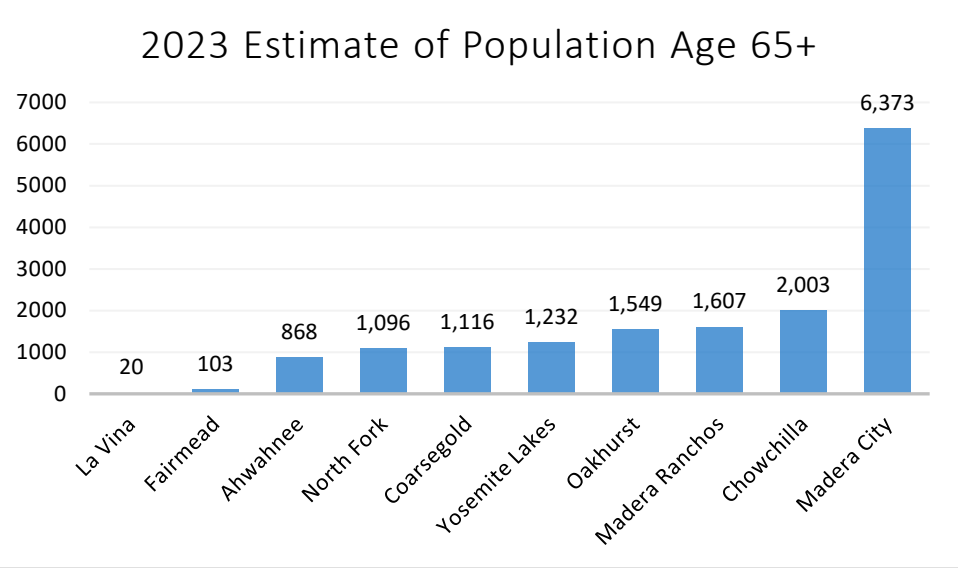
Jurisdiction	Population	Percent of County
Ahwahnee	1,532	1%
Chowchilla	18,876	12%
Coarsegold	4,301	3%
Fairmead	1,119	1%
La Vina	538	Less than 1%
Madera City	67,133	42%
Bonadelle Madera Ranchos	4,182	3%
Oakhurst	4,956	3%
Yosemite Lakes	5,095	3%
County Remainder	48,144	30%
TOTAL	158,790	100%

Source: U.S. Census Bureau, 2019-2023 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 2019-2023 ACS Five-Year Estimates, 22,802 individuals in Madera County are identified as older adults, accounting for approximately 14.4% of the County's total population. With 6,373 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 2,003.

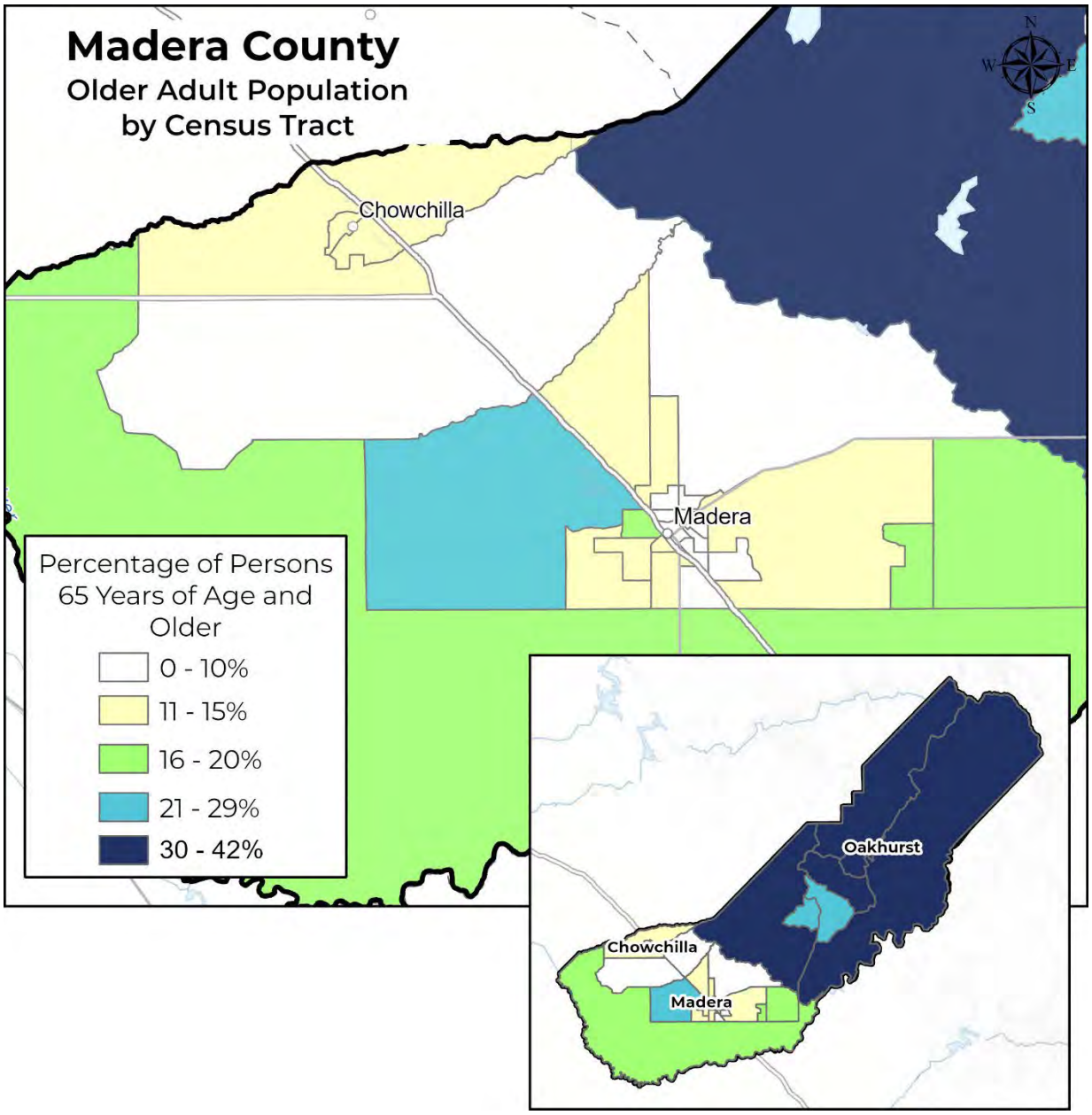
Figure 1: 2023 Estimate of Population 65+



Source: U.S. Census Bureau, 2019-2023 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



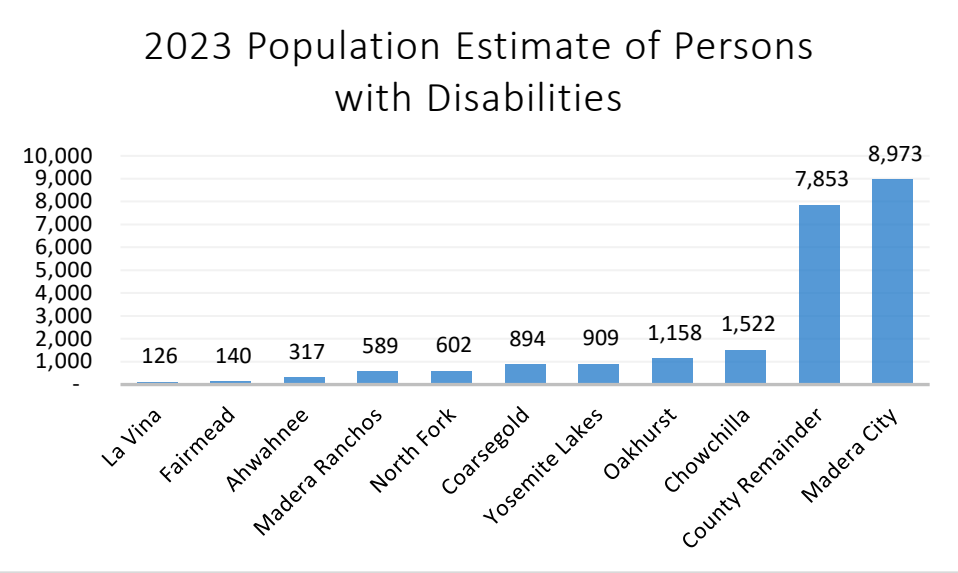
Source: U.S. Census Bureau, 2019-2023 5-Year ACS (Table S0101)

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, southern, and western parts of Madera County.

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 2019-2023 ACS 5-Year Estimates, it was determined that 14.9% 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.

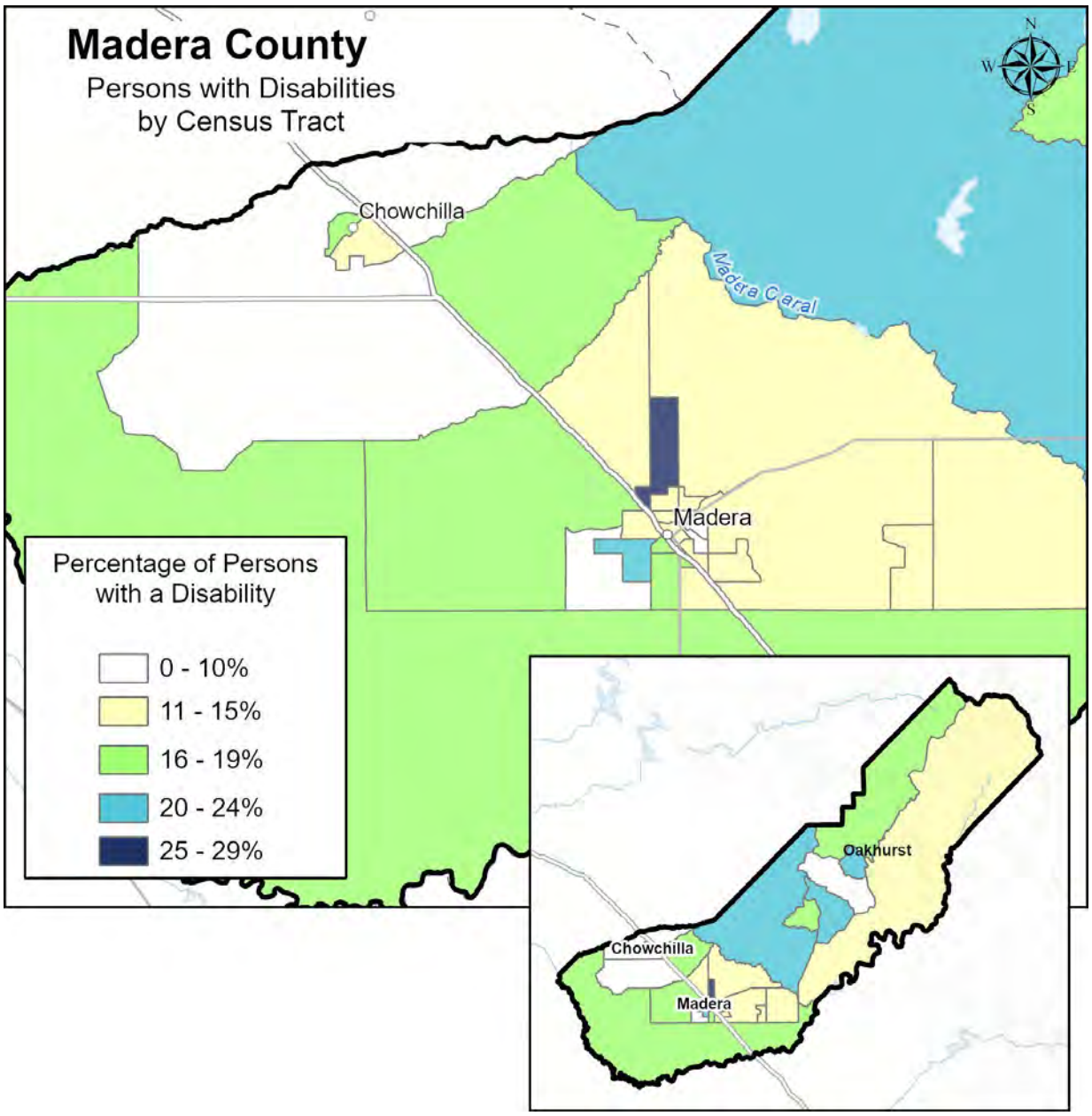
Figure 3: 2022 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2019-2023 5-Year ACS (Table S1810)

Using 2023 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, 2019-2023 5-Year ACS (Table S1810)

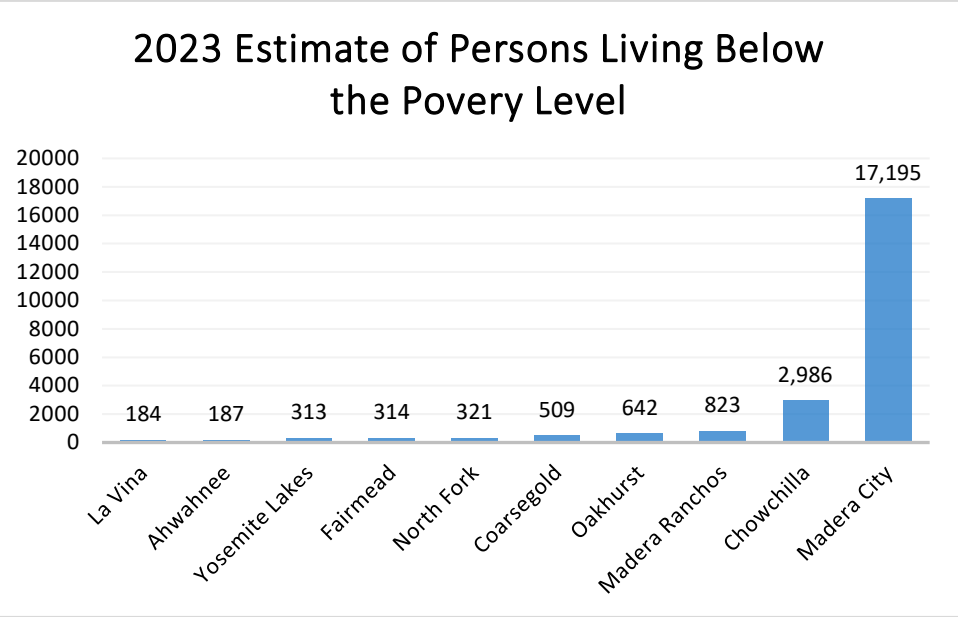
As illustrated in Figure 4 above, there are higher percentages of persons with a disability located in county areas near the City of Madera and Eastern Madera County.

Assessing Transit Dependency by Income (Persons of Limited Means)

The 2023 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 2023, 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.

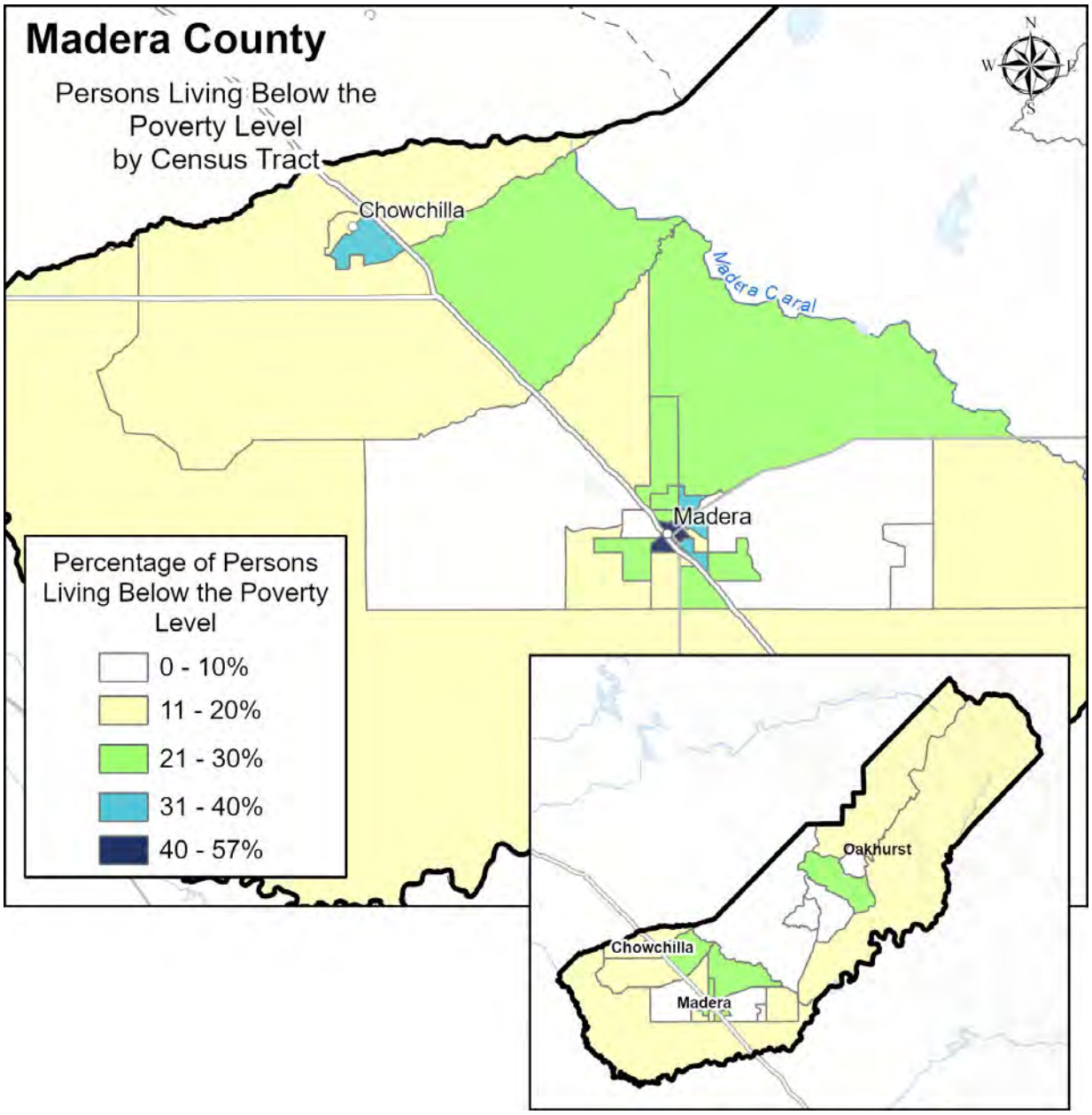
Figure 5: 2023 Estimate of Persons of Limited Means



Source: U.S. Census Bureau, 2019-2023 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



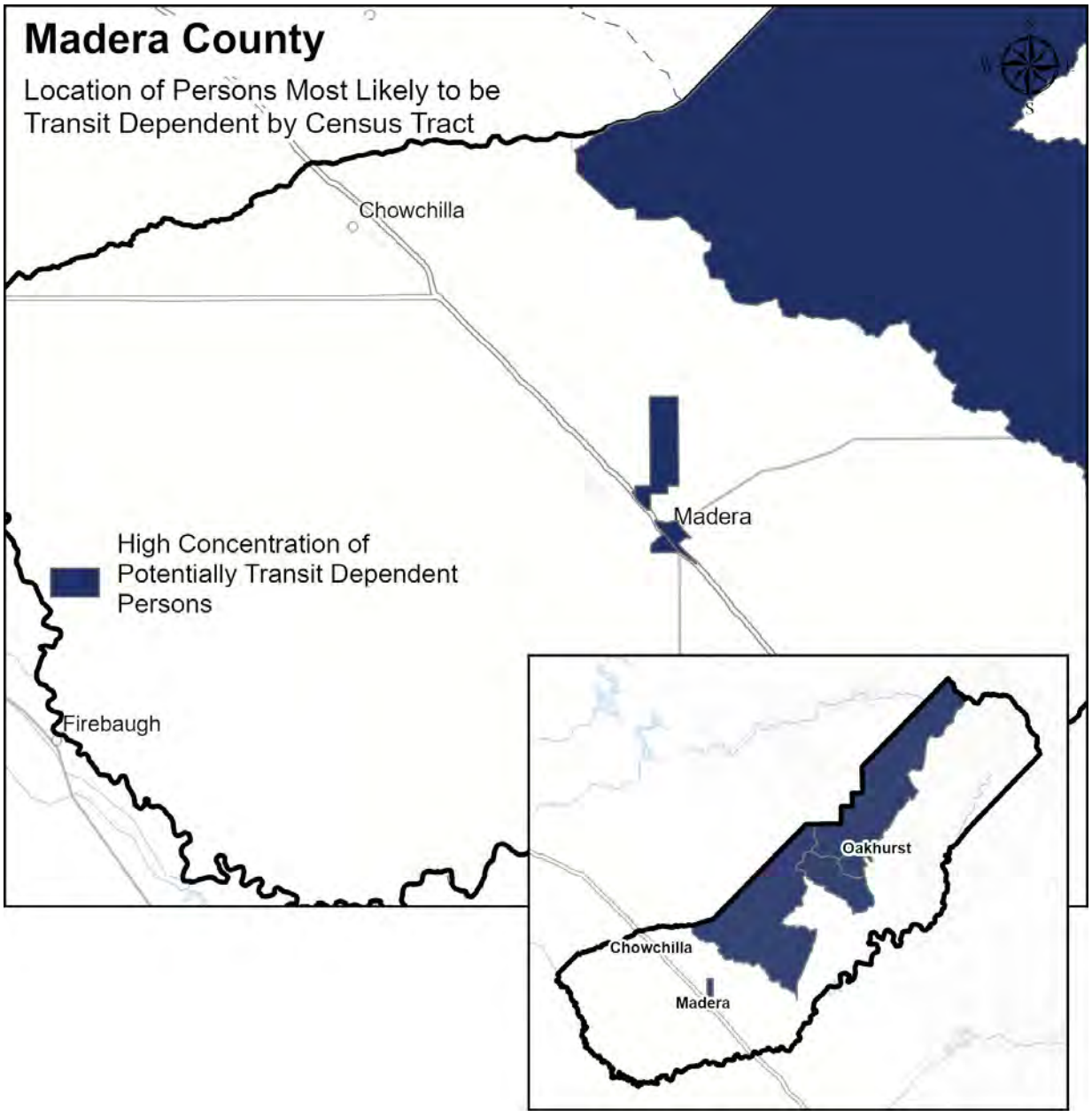
Source: U.S. Census Bureau, 2019-2023 5-Year ACS (Table S1701)

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 is 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 77,213 riders during FY 2023-24.

Dial-A-Ride is a general public system primarily serving older adults and persons with disabilities. The service also includes complementary paratransit services for ADA-eligible riders. 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 city limits, as depicted in Figure 9, and transported 17,667 riders during FY 2023-24.

Figure 8: Madera Metro Service Area Map

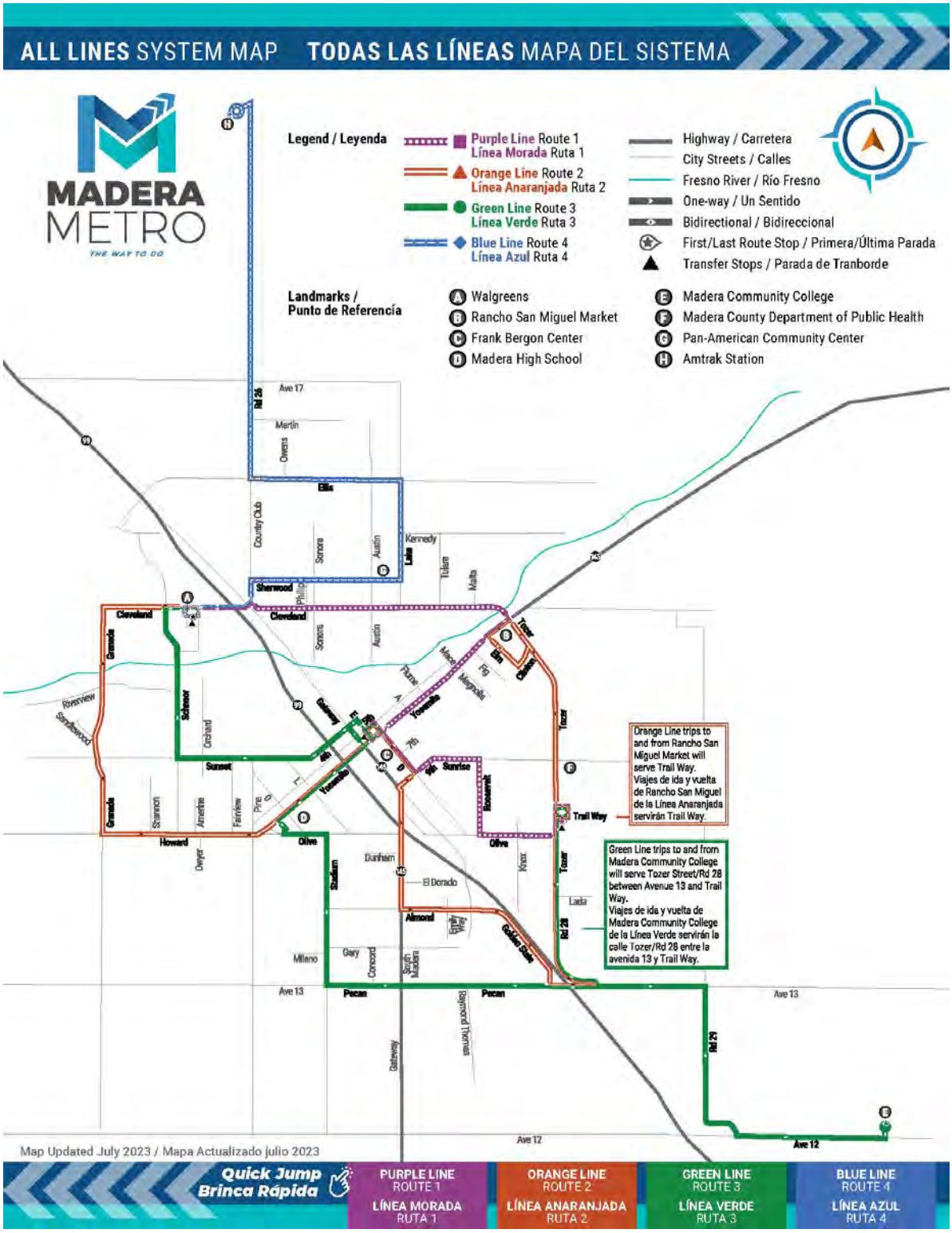
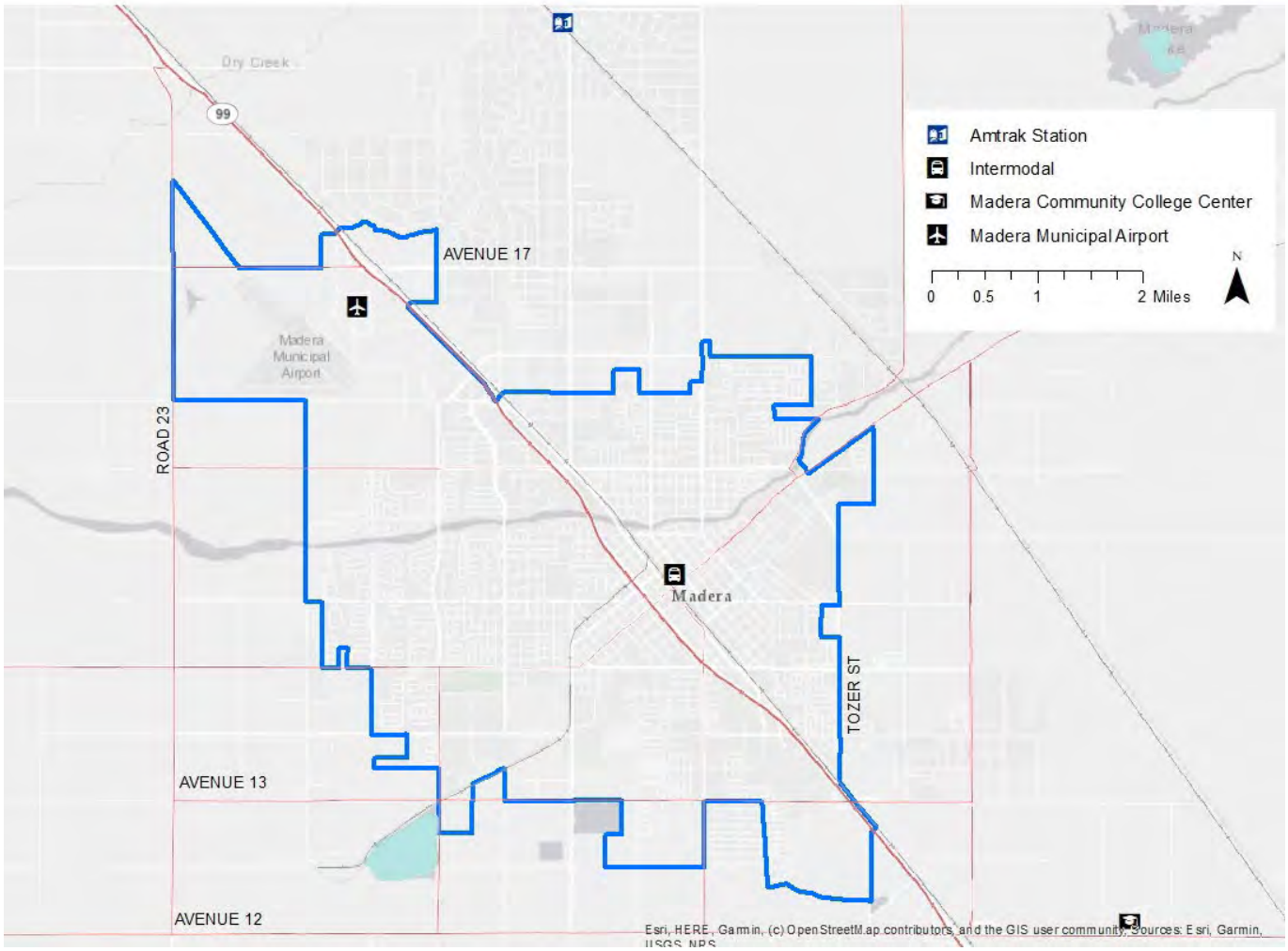


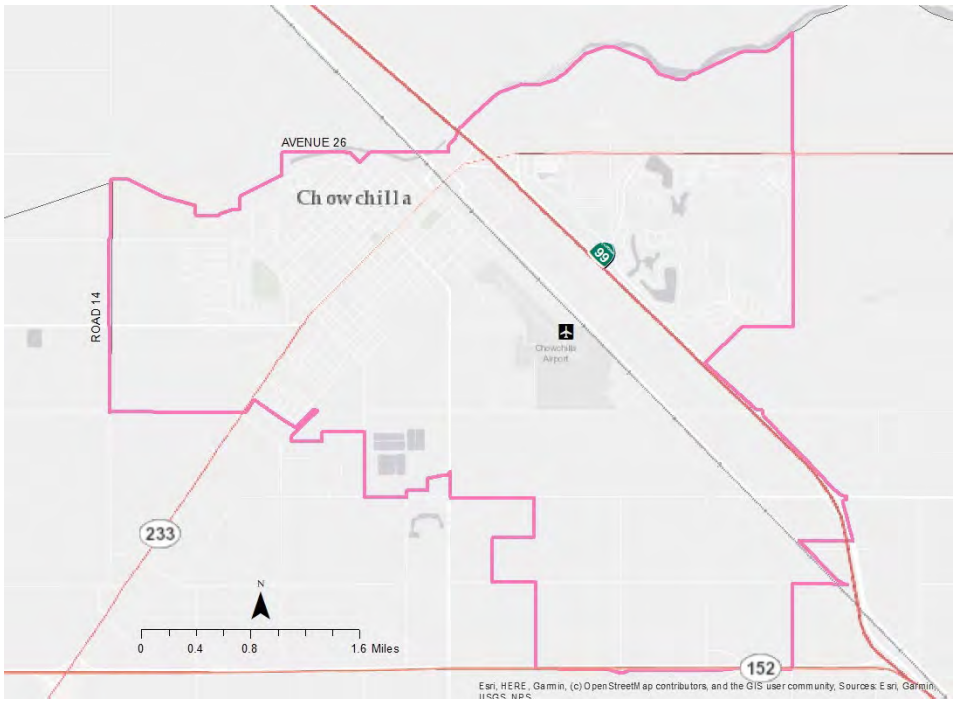
Figure 9: DAR Service Area Map



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 Medical 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

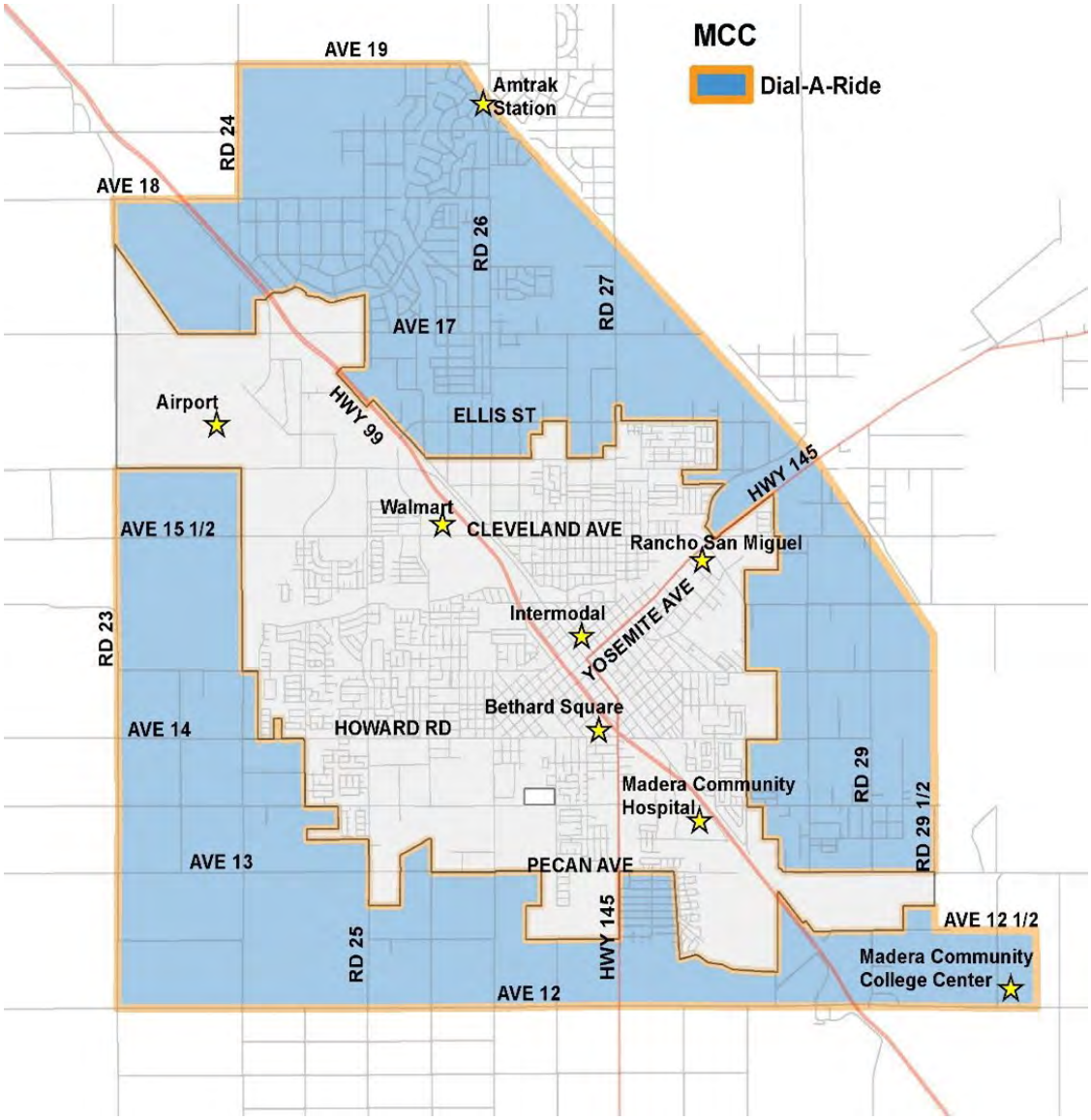
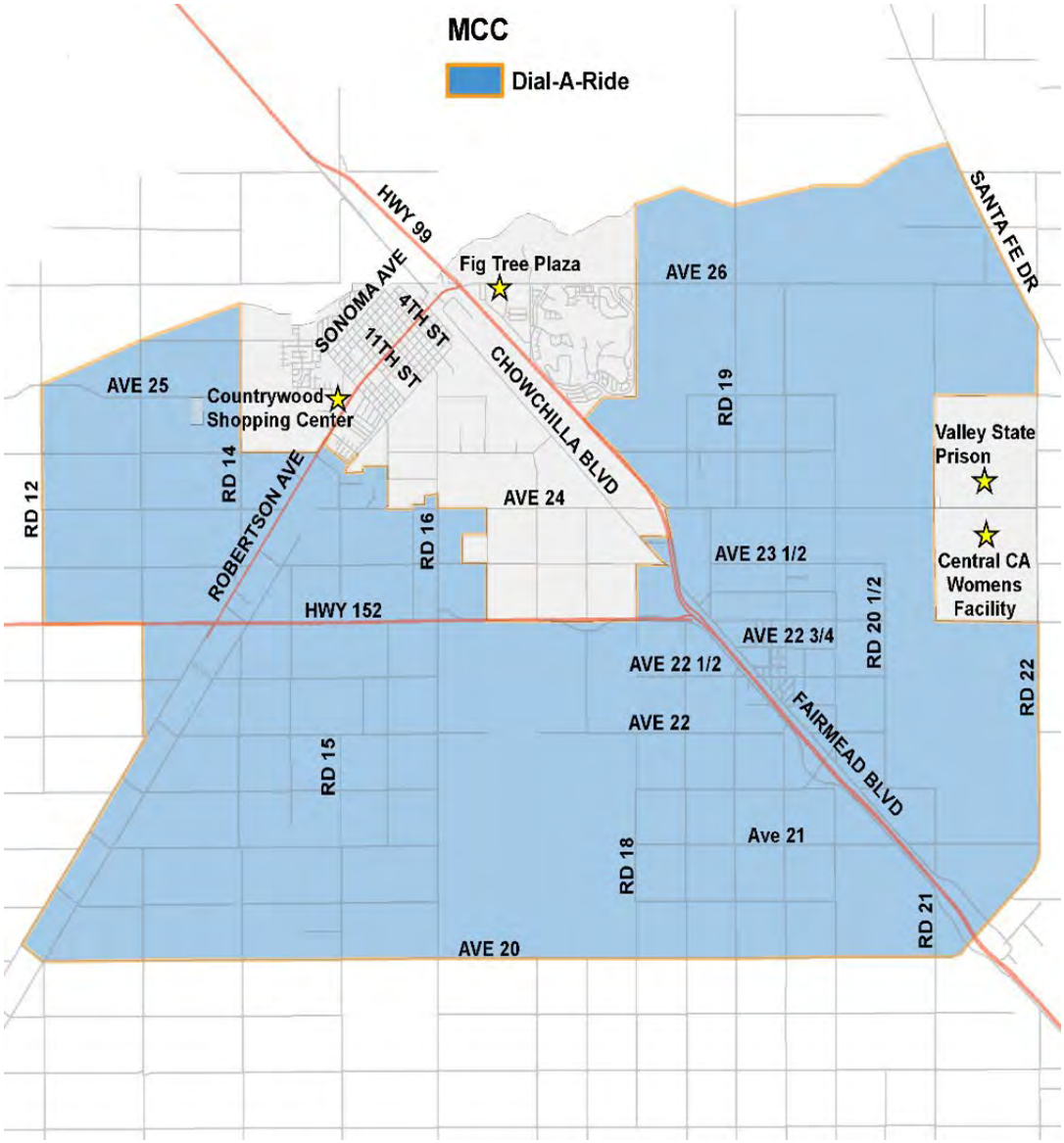


Figure 13: MCC Chowchilla Dial-A-Ride Service Area

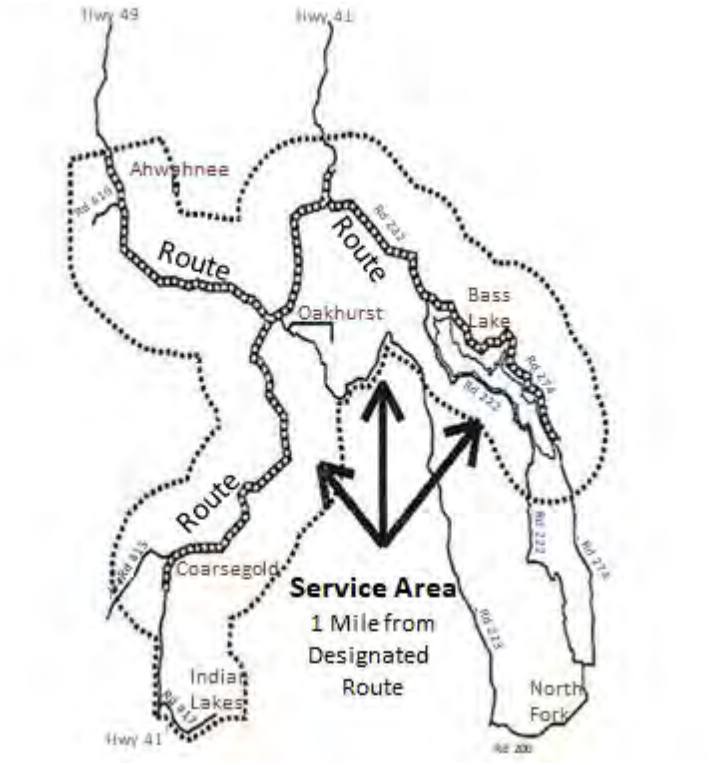


The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County who are 60 years of age and older and residents who have disabilities. As shown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

The Medical 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 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 Medical 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 2023-2024*

TRANSIT SERVICE	PASSENGERS	REVENUE MILES	REVENUE HOURS
Fixed Routes	**28,687**	**287,615**	**9,603**
Para-Transit	**5,242**	**40,134**	**3,452**
Totals	**33,929**	**327,749**	**13,055**

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 was created in 2000 as a solution to congestion and pollution created by millions of people visiting Yosemite National Park every year in personal vehicles. YARTS is the product of a partnership between the member counties of its Joint Powers Authority, the U.S. Forest Service, and the National Park Service. The original YARTS Joint Powers Authority was entered into on September 21, 1999, between Merced, Mariposa, and Mono Counties. Madera County and Tuolumne County joined in 2020 with the City of Fresno coming on board in 2024. YARTS service launched in the spring of 2000 and the Merced County Association of Governments (MCAG) has provided administrative and staffing services, and operational support for the system since its inception.

YARTS provides quality transit service into Yosemite National Park along each of the four state highways into Yosemite. The area served by YARTS spans six counties and 480 square miles, between the cities of Merced and Fresno in the San Joaquin Valley to Sonora, Oakhurst, Mariposa and Mammoth Lakes in the Sierra Nevada mountains.

YARTS operates year-round on Highway 140 through Merced and Mariposa Counties, and seasonally (May – September) on Highway 41 through Fresno and Madera Counties, Highway 120 through Tuolumne County, and Highway 395/120E through Mono County.

YARTS routes connect to a number of transportation providers throughout the service area including Amtrak, Greyhound, Eastern Sierra Transit Authority, The Bus in Merced County, UC Merced's "CatTracks", Mari-Go in Mariposa County, Clovis Transit, Fresno County Rural Transit Agency, Madera County Connection, Tuolumne County Transit, Advanced Airlines at the Merced and Mammoth Lakes Airports, and the Fresno Yosemite International Airport.

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 schedules to any place that offers medical care or health care services. Mass transit rides are also available but need to be schedules 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 curb-to-curb 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 24 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 23, 2025, at the MCTC office. To give residents additional opportunities to provide comments, one virtual workshop and four 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 2025-26

LOCATION AND TIME	NUMBER IN ATTENDANCE*
Casas De la Vina, 03/11/25, 6:00 PM (in Spanish)	11
Madera Ranchos Library, 03/12/25, 6:00 PM	2
Fairmead Elementary School, 03/18/25, 6:00 PM	8
Virtual Workshop, 03/20/25, 6:00 PM	0
River Grove Apartments, Oakhurst, 04/16/25, 5:00 PM	6

*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/UTNSurvey_MCTC

Unmet Transit Needs English and Spanish Comment Form: https://www.maderactc.org/sites/default/files/fileattachments/social_services_transportation_advisory_council_sstac/page/1761/2025_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 1, 2025 (Figure 15).
- Twenty-one social media posts regarding the workshops and the public hearing were posted on maderactc.org, MCTC's Facebook page, and MCTC's Instagram 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 2025, and Technical Advisory Committee and the Madera County Transportation Commission's Policy Board in February, March, and April 2025.
- 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.
- 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)
  m) La Vina Market
- Flyers (in English and Spanish) regarding the workshops and the public hearing were placed on the local transit agencies' buses (Figures 18 and 19).

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

Figure 15:Proof of Publication

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

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA)
County of Madera) ss.

PUBLIC NOTICE

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 8044

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 1, 2025

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

Dated: March 1, 2025

Christy Dopp
Signature

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 23, 2025, 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/87669618417?pwd=hXZx4zus0dsYJb1GwhhalGUgetogwL.1

Webinar ID: 876 6961 8417
Passcode: 517654
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 10, 2025, 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 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.

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 23, 2025, 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/VTNSurvey_MCTC

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

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 miercoles, 23 de abril, 2025 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/87669618417?pwd=hXZx4zus0dsYJb1GwhhalGUgetogwL.1

Codigo de Junta: 876 6961 8417
Clave: 517654
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 asegurarse de que se escuche su voz.

Un intérprete de español estará disponible durante la audiencia pública para aquellos que deseen testificar ante la Comisión en español. Si desea testificar en un idioma que no sea español o inglés o necesita otras adaptaciones especiales para testificar, comuníquese con la Comisión al (559) 675-0721 o publiccomment@maderactc.org antes del 10 de abril de 2025, antes de las 3:00 p.m.

ADAPTACIONES RAZONABLES: Personas que requieren adaptaciones para cualquier discapacidad auditiva, visual o de otro tipo u otra interpretación para revisar una agenda o participar en una reunión de la Junta de Políticas de la Comisión de Transporte del Condado de Madera según la Ley de Discapacidades Estadounidenses (ADA), puede obtener asistencia solicitando dicha adaptación por escrito. Dirija su solicitud por escrito al Analista Administrativo, 2001 Howard Road, Suite 201, Madera, California, 93637 o envíe un correo electrónico a sandy@maderactc.org, o llame por teléfono al (559) 675-0721. Cualquier solicitud de este tipo debe realizarse al menos 3 días hábiles antes de la reunión programada para la cual se solicita asistencia.

Bajo el Acta del Desarrollo de Transportación de California (TDA, por sus siglas en inglés), esta oportunidad de audiencia se proporciona anualmente para tomar testimonio sobre las posibles necesidades no cumplidas dentro de la región. La Comisión tiene que, posteriormente de la audiencia, hacer una determinación de si las necesidades presentadas son "razonables" para cumplirlas. Después que todas la necesidades "razonables" han sido cumplidas, La Comisión podrá soltar fondos restantes del TDA para propósitos de calles y caminos (reparación, reconstrucción, etc.).

A los miembros del público, agencias interesadas, y grupos cívicos, se les anime a comparecer y dar testimonio sobre cualquier necesidad de transporte público que no se esté cumpliendo por el sistema actual. El testimonio ha de ser tan específico como sea posible en lo que toca a aquellos ciudadanos o grupos de ciudadanos que actualmente no sean servidos por el transporte público, el tipo y cantidad de servicio de transporte público que se esté pidiendo, el área geográfica en el cual se necesite el servicio, y cualquier otra evidencia de datos en apoyo, que ayudarán en la evaluación de lo "razonable" del servicio pedido.

Se anima a aquellos que no pueden participer en la audiencia a través del Zoom, o en persona, a enviar sus comentarios por escrito antes del 23 de abril de 2025 para su inclusión en el registro público. Puede enviar un correo electrónico a publiccomment@maderactc.org, llamar al 559-675-0721 extensión 5, enviar su comentario a 2001 Howard Road, Suite 201, Madera, CA 93637 o completar la encuesta en el siguiente enlace:

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

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

Figure 18: Unmet Transit Needs Flyer - English

Figure 19: Unmet Transit Needs Flyer - Spanish

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

FOR MORE INFORMATION:

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

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

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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

PARA MÁS INFORMACIÓN

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

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

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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 lideres 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

MCTC
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 23, at 3:00PM

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

Teleconference via Zoom
Webinar ID: 876 6961 8417
Passcode: 517654
Call-in number: (408) 638-0968

TAKE OUR SURVEY!

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

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

If you're unable to attend the hearing in person or via Zoom, submit your comments in writing to publiccomment@maderactc.org before April 23, 2025, for inclusion in the public record.

Figure 25: Unmet Transit Needs Public Hearing Flyer – Spanish

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. 2nd 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 4th Street, Madera, CA 93637
County of Madera – Phil Toler	200 West 4th 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 Hillary Hammond	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 McCombs-Esquivel	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Member Elena Sanders	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Madera County Behavioral Health	209 E. 7th 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 – Secretary Christina McDonald	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Chairman Fred Beihn	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Treasurer Maryann McGovran	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Council Member 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	P.O. Box 426, 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	1055 Knox Road, Madera, CA 93638
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 2025-26

The SSTAC reviewed twenty-four comments. Eight 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 no unmet transit needs.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs.

The MCTC Policy Board approved 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 2025-26 will be included in the Appendix.

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

1. **Online Survey**
   Name: Anonymous
   Received: April 26, 2024

   Q1: Which systems do you most frequently use?
   A1: Chowchilla Area Transit Express (CATX), MCC Chowchilla 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: Respondent skipped this question

   Q3: Describe the transit improvements(s) you are requesting.
   A3: It would be great to have transportation to UC Merced and Merced College.

   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: For the youth in the City of Chowchilla we lack transportation to get to Merced College or UC Merced. How can we improve our lives if we can't get to our education.

   SSTAC Recommendation: Not an unmet transit need
   This route is approximately 70 miles roundtrip and would take 2.0 hours to complete. At Madera County Connection's (MCC) current operating expense, it will cost approximately $200 per roundtrip to provide. To achieve the targeted Fare Box Recovery Rate of 10% and an average fare of $1.57 per passenger, this route would require a minimum of thirteen passengers per run, with two runs per day, or 26 passengers total. There was a route in the past that was discontinued due to low ridership. MCC is interested in collaborating with the university to assess its feasibility and if there is enough potential ridership, would like UC Merced to consider contributing funding support for this route. Caltrans has suggested securing funding for a study to evaluate the need for this service and potentially partnering with MCTC to conduct it. Additional planning and coordination will be necessary to move this effort forward.

2. Comment Form - Email
Name: Yonas Paulos
Received: November 26, 2024

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: I provide veteran services throughout the County.

Q3: Describe the transit improvements(s) you are requesting.
A3: I need additional run times on the Valley Children's Route. The gap between the 11:51 and 3:15 departures is too long. I ended up getting home after dark.

Q4: Do you feel safe using transit? Why or why not?
A4: I am not able to use transit after dark due to my sight impairment.

SSTAC Recommendation: Not an unmet transit need
This route is approximately 40 miles roundtrip and takes about 1.4 hours to complete. Based on MCC's current operating expenses, it costs approximately $132 per roundtrip to provide service. In order to meet the targeted Fare Box Recovery Rate of 10%, and assuming an average fare of $1.57 per passenger, a minimum of 9 passengers per roundtrip would be needed. However, with an average of only 3 riders per run last year, reaching this ridership level does not appear to be a realistic expectation at this time. Microtransit may offer a flexible and cost-effective solution to provide increased service in this area. MCC is currently exploring potential funding sources to support this option. Future development, The Hill, is anticipated near the hospital, which could generate additional demand for transportation services. In particular, janitorial and other hospital staff residing in Madera may rely on this service for commuting, highlighting the potential need for targeted transit solutions. MCC regularly assesses any change in service demand and will adjust accordingly.

3. Online Survey #1
Name: Susan Pennell
Received: March 8, 2025

Q1: Which systems do you most frequently use?
A1: YARTS when it runs in the season to get from Oakhurst to YNP

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 live approximately 5 miles from the MCC bus stop at the YLP Clubhouse. Back in 2012 I used MCC twice a week for ten weeks, in order to get to physical therapy in Madera after a bad car accident. It

worked for me. The cost was very affordable. Fortunately, the worker's comp doc allowed me to drive 5 miles from my home, which is sort of in the middle of nowhere on Road 400.

Q3: Describe the transit improvements(s) you are requesting.
A3: Keeping in mind the 10 weeks when I was not allowed to drive more than 5 miles from home, if this were to happen again, I would not be able to attend the Friends of the Madera County Library Meetings twice a month, as the library meetings end at 7:00 pm. If I still wanted to be connected to society, I would need to sell my home of 25 years and move to either Madera or Fresno.

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: If you'd like to contact me for details, feel free to do so.

SSTAC Recommendation: None
To address this comment, more information is needed.

4. **Online Survey #2**
   Name: Anonymous
   Received: March 11, 2025

Q1: Which systems do you most frequently use?
A1: 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: 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

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

5. **Comment Form – In person workshop – La Viña**
   Name: Maria E. Camacho
   Received: March 11, 1025
   *Answers translated from Spanish

   Q1: Which systems do you most frequently use?
   A1: 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: Respondent skipped this question

   Q3: Describe the transit improvements(s) you are requesting.
   A3: Yes, I would like the people of La Viña to have better services.*

   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: Respondent skipped this question

   SSTAC Recommendation: None
   To address this comment, more information is needed.

6. **Comment Form – In Person Workshop – La Viña**
   Name: Lisbeth Lopez
   Received: March 11, 2025
   *Answers translated from Spanish

   Q1: Which systems do you most frequently use?
   A1: Madera County Connection (MCC), car

   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 like to have the bus service on Fridays from 7:30am to 3:30pm.*

   Q3: Describe the transit improvements(s) you are requesting.
   A3: Change the bus schedule because its route does not operate at a time that helps the people in the community. We need a route that works for everyone. So that the bus ca be used by more people, it needs to come from Monday to Friday between 7:30am to 3:30pm.*

Q4: Do you feel safe using transit? Why or why not?
A4: Yes, it helps a lot for mobility, it is very comfortable.*

SSTAC Recommendation: Not an unmet transit need
This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately $106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of $1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

7. **Comment Form – In-person Workshop – La Viña**
   Name: Eduwiges Aguayo
   Received: March 11, 2025
   *Answers translated from Spanish

   Q1: Which systems do you most frequently use?
   A1: 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: Emphasize the need for transportation in the La Viña community.*

   Q3: Describe the transit improvements(s) you are requesting.
   A3: Monday – Friday routes from 7:30am – 3:30pm.*

   Q4: Do you feel safe using transit? Why or why not?
   A4: Respondent skipped this question.

   SSTAC Recommendation: Not an unmet transit need
   This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately $106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of $1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

8. **Comment Form – In-person Workshop – La Viña**
   Name: Lourdes Castillo
   Received: March 11, 2025
   *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: Yes, to the doctor on Almendra Street on the corner of 145.*

Q3: Describe the transit improvements(s) you are requesting.
A3: More frequent routes that come more times a day – at 7:30am, 1:00pm, 5/6pm.*

Q4: Do you feel safe using transit? Why or why not?
A4: Inside the bus, yes, but I'm afraid what's going on, you're left in the city without someone to pick me up. *

SSTAC Recommendation: Not an unmet transit need
This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately $106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of $1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

9. **Comment Form – In-person Workshop - La Viña**
Name: Guadalupe Nuñez – La Viña
Received: March 11, 2025
*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: Bus route to hospital and doctor's offices such as Camarena Clinic, as well directly to schools.

Q3: Describe the transit improvements(s) you are requesting.
A3: Public streetlights and wheelchair access to roads/sidewalks.

Q4: Do you feel safe using transit? Why or why not?
A4: No, as the time schedules are not convenient for medical appointments.

SSTAC Recommendation: Not an unmet transit need
The cities of Madera and Chowchilla already provide connections to Camarena Clinics. MCC riders can connect to those services at transfer points.

The installation of streetlights, sidewalks, and improvements for wheelchair accessibility fall under the responsibility of the County Public Works Department. However, the Public Works and the Transit departments can coordinate efforts to identify locations where infrastructure enhancements would benefit transit riders and pedestrians. Funding sources such as Measure T and Local Transportation Funds (LTF) are available to support eligible street and road improvement projects. Ultimately, decisions regarding the location and scope of these projects are made by the County, based on broader infrastructure planning and priorities.

10. **Comment Form – In-person Workshop – La Viña**
Name: Berta Garcia
Received: March 11, 2025

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: Places where people run errands; doctor, stores (pick up and drop off in the same area).

Q3: Describe the transit improvements(s) you are requesting.
A3: The road, streetlights, sidewalks, for safety, road cleanliness.

Q4: Do you feel safe using transit? Why or why not?
A4: I use the bus but need the last route at a different time (i.e. 3:30pm or 4:00pm)

SSTAC Recommendation: Not an unmet transit need
This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately $106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of $1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

The installation of streetlights, sidewalks, and improvements for wheelchair accessibility fall under the responsibility of the County Public Works Department. However, the Public Works and the Transit departments can coordinate efforts to identify locations where infrastructure enhancements would benefit transit riders and pedestrians. Funding sources such as Measure T and Local Transportation Funds (LTF) are available to support eligible street and road improvement projects. Ultimately, decisions

regarding the location and scope of these projects are made by the County, based on broader infrastructure planning and priorities.

11. **Comment Form – In-person Workshop - La Viña**
    Name: Jose Mariscal
    Received: March 11, 2025

    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: I would like the route to go through every street in our community.

    Q3: Describe the transit improvements(s) you are requesting.
    A3: Lights near homes/streetlights for pedestrian safety.

    Q4: Do you feel safe using transit? Why or why not?
    A4: I don't use it as I can drive.

    SSTAC Recommendation: Not an unmet transit need
    It is not feasible for transit services to go through every street in La Viña.
    The installation of streetlights, sidewalks, and improvements for wheelchair accessibility fall under the responsibility of the County Public Works Department. However, the Public Works and the Transit departments can coordinate efforts to identify locations where infrastructure enhancements would benefit transit riders and pedestrians. Funding sources such as Measure T and Local Transportation Funds (LTF) are available to support eligible street and road improvement projects. Ultimately, decisions regarding the location and scope of these projects are made by the County, based on broader infrastructure planning and priorities.

12. **Comment Form – In-person Workshop – Madera Ranchos**
    Name: Janice Gomes
    Received: March 12, 2025

    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: Do you have a stop from Oakhurst to the junior college on Avenue 12 that have classes that are not in Oakhurst?

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.

(Yes, Oakhurst to Madera then Madera to college.)

SSTAC Recommendation: None
From Oakhurst, take the Eastern Madera County route to the Madera Intermodal Transportation Center. Transfer to the College/Children's Hospital route.

13. **Online Survey #3**
Name: Ashley Trevino
Received: March 16, 2025

Q1: Which systems do you most frequently use?
A1: Madera Metro, 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: The Trains Station. I know the road is closed but we can do a detour. And the office of transportation cause how are we suppose to get there for questions if there isn't a bus there.

Q3: Describe the transit improvements(s) you are requesting.
A3: An application where we can track the buses or at least but the correct bus routes on google maps and you can also look at bus tracking there.

Q4: Do you feel safe using transit? Why or why not?
A4: Yes cause the drivers drive fast and easy but somehow always late.

SSTAC Recommendation: Not an unmet transit need
While Madera Metro has Amtrak as a destination point on the Blue Line, due to construction and the delays it is causing, buses are not going to Amtrak as the delays will impact the rest of the route. Madera Metro (City of Madera) is currently in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. It is anticipated that this study will include the integration of technology platforms to address the identified feedback.

14. **Online Survey #4**
Name: Anonymous
Received: March 17, 2025

Q1: Which systems do you most frequently use?

A1: Planning on using the system soon.

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: How to travel from Madera Acres to Children's Hospital. Is there a bus stop in Madera acres other than the Amtrak station? Where is the transfer point to the bus going to Children's Hospital?

Q3: Describe the transit improvements(s) you are requesting.
A3: Bus stop in Madera Acres (road 27 now because of the detour, or Rd 26 after the detour is removed?)

Q4: Do you feel safe using transit? Why or why not?
A4: N/A

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: Other comment. maybe the bus route and other pamphlets I have are older, but I found that glossy pamphlets have blurry details and are difficult to read. The plain paper ones are easier to read details. Also the symbol key used on the routes does not contain the symbol for the bus stops. Transfers are free, but what about multiple transfers (like the necessity of taking 3 routes to get to a destination).

SSTAC Recommendation: None
This connection can currently be made by riding either the City of Madera or County Dial-A-Ride to the Intermodal Transit Center and then transferring to the College/ Children's Hospital route.

15. **Comment Form – In-person Workshop - Fairmead**
Name: Norma Bustillos
Received: March 18, 2025
*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: That they provide service to people in need like the sister "Sofia Guzman". Ph # 510-XXX-XXXX. *

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

16. **Online Survey #5**
    Name: Anonymous
    Received: March 26, 2025

    Q1: Which systems do you most frequently use?
    A1: Madera Metro, 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: Alpha elementary area

    Q3: Describe the transit improvements(s) you are requesting.
    A3: Cleaner buses

    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: N/A

    SSTAC Recommendation: None
    The Madera Metro Green Line goes to the Alpha Elementary School.

17. **Online Survey #6**
    Name: Anonymous
    Received: March 27, 2025

    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: Respondent skipped this question.

    Q3: Describe the transit improvements(s) you are requesting.
    A3: Add an app feature to check on updates such as: Late bus, High traffic etc.

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

A4: Yes, the people are respectful, do their job well and offer comfortable conversations at times.

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: Not an unmet transit need
Madera Metro (City of Madera) is in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. It is anticipated that this study will include the integration of technology platforms to address the identified feedback.

18. **Online Survey #7**
Name: Kimberly Smith
Received: Thursday, April 3, 2025

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'd like there to be Sunday service.

Q3: Describe the transit improvements(s) you are requesting.
A3: Increase in frequency of buses and Sunday service as well as expanding hours of operations.

Q4: Do you feel safe using transit? Why or why not?
A4: Somewhat.

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: Kimberly Smith

SSTAC Recommendations: Not an unmet transit need
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. While the City is open to ongoing consideration for additional expansion of services, at this time the requests have been very minimal. Additionally, consideration of any expansion of program changes requires a budget review to ensure financial sustainability of services.

As was previously mentioned, Sunday services are currently offered through the City's DAR services. Additionally, if the Micro-Transit Feasibility Study finds that there is a need for other service

enhancements, the City would consider this, and any enhancements would depend on cost and other factors.

19. **Online Survey #8**
    Name: Anonymous
    Received: April 9, 2025

    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: None

    Q4: Do you feel safe using transit? Why or why not?
    A4: I would maybe use it if I had to, and I know that others would need to. I'm not sure how safe I'd feel.

    SSTAC Recommendation: None

20. **Comment Form – In-Person Workshop – Oakhurst**
    Name: April Follette
    Received: April 16, 2025

    Q1: Which systems do you most frequently use?
    A1: Madera Metro, Madera County Connection (MCC), Eastern Madera County Senior Bus, Eastern Madera County Medical Escort Service

    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: Need a bus from Oakhurst (all mountain communities, North Fork) to get to Madera County Superior Court by 8:00 AM, Monday – Friday for court appearances, jury duty, traffic school, traffic court, and civil court. Need a bus locally on Sunday to go to church services. A bus stop outside of River Grove.

    Q4: Do you feel safe using transit? Why or why not?
    A4: Yes.

SSTAC Recommendation: Not an unmet transit need
The frequency of service in Oakhurst increased from 3 runs to 5 runs to better accommodate demand. Additional runs will be considered as ridership continues to grow. However, to reach Madera from Oakhurst by 8:00 a.m., service would need to begin as early as 4:00 a.m. from Madera, which presents challenges in terms of both operations and ridership. Sustaining a run that early in the day may not be feasible without sufficient passenger demand. Microtransit may offer a flexible and cost-effective solution to provide increased service in this area. MCC is currently exploring potential funding sources to support this option. There is an existing stop at the park and ride that is within a quarter of a mile of the River Grove apartments.

21. **Comment Form – In-Person Workshop – Oakhurst**
Name: Donna Caetano
Received: April 16, 2025

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: No

Q3: Describe the transit improvements(s) you are requesting.
A3: I would like a bus stop at the River Grove Apartments. There are lots of people who depend on transit who live there.

Q4: Do you feel safe using transit? Why or why not?
A4: Yes.

SSTAC Recommendation: Not an unmet transit need
There is an existing stop at the park and ride that is within a quarter of a mile of the River Grove apartments.

22. **Online Survey #9**
Name: Anonymous
Received: April 21, 2025

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: NA

Q3: Describe the transit improvements(s) you are requesting.
A3: Dispatch should take phone calls when the first bus arrives to the intermodal 551am till the last bus leaves the intermodal 836pm. Not from 8am to 5pm, it's frustrating no one answers the phone call to get information like when the bus is running late. The phone lines used to be open all day when the bus routes are in service.

Q4: Do you feel safe using transit? Why or why not?
A4: Yes.

SSTAC Recommendation: Not an unmet transit need
This is an operational issue and will be forwarded to the transit agency to address.

23. Online Survey #10
Name: Anonymous
Received: April 22, 2025

Q1: Which systems do you most frequently use?
A1: MCC Madera 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: Respondent skipped this question

Q3: Describe the transit improvements(s) you are requesting.
A3: I need ten minute phone call before DAR arrives. I use a walker or electric chair depending on my strength I have multiple sclerosis. I try to get outside at my scheduled time sometimes I'm late. I call the mcc office to call the DAR bus back the women answer the phone in the morning rushes me off the phone, she speaks low and is rude. I'm disable I need a call ten minutes before my pick up to get outside before the bus leaves.

Q4: Do you feel safe using transit? Why or why not?
A4: XXXX the black hair women DAR driver has left my chair electric unfastened while transporting me I did not feel safe this 1 time.

SSTAC Recommendation: Not an unmet transit need
This is an operational issue and will be forwarded to the transit agency to address.

24. Public Comment Letter – Submitted electronically via email to: publiccomment@maderactc.org
Name: Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability, Paola Lopez, Community Resident, Bertha Garcia, Community Resident, Guadalupe Nunez, Community Resident
Received: April 23, 2025

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Ahmed, Gonzales, Gallegos, Poythresss, Rodriguez, and Rogers,

I am writing to provide comments as part of the 2025 unmet transit needs process on behalf of residents from Fainnead and La Viña. Leadership Counsel for Justice and Accountability and residents from Fainnead and La Viña, have engaged in the unmet transit need process since 2019. However, the transit needs within these communities have long preceded our direct involvement, continue to exist, and will continue to exist and compound until the Madera County Transportation Commission (MCTC) equitably prioritizes equity throughout the Unmet Transit.

I. There is a need to broaden and redefine the categories selected for what constitutes an "unmet transit need".

In order to determine whether a need is reasonable to meet, the following criteria have been selected by MCTC: feasibility, community acceptance, benefit to population, cost effectiveness, and consistent with the intent of existing transit services(s) and plans. Various definitions established for each of the criteria create a disadvantage for small disadvantaged, unincorporated, and underserved communities. For instance, stating that "Sufficient ridership potential exists for new expanded, or revisited transit services" is one of the criteria needed for feasibility without accounting for smaller populations in communities such as La Viña, which already favors larger areas with larger riderships. The populations of smaller communities will not be able to compete with the ridership potential of larger communities, even though the proportional transportation need may be disproportionately greater. As such, we ask MCTC to redefine this criteria to include language which does not create a disadvantage to smaller communities.

An instance where this is seen is in the advocacy efforts of La Viña. Residents have been advocating for additional public transportation services with expanded service dates, hours, and frequency. While, the SSTAC found the request to be accepted by the community, a benefit to the population, and consistent with the existing service and plans, SSTAC did not find the services as "reasonable to meet" because they did not deem the services to be feasible and cost effective. As part of SSTAC rationale, stated "There is not enough documented demand to provide [services]" despite the documented need to improve public transportation services in La Viña since 2019. Moreover, it is important to note that MCTC's website does not define "reasonable to meet" to include "enough documented demand" in any of the criteria[1]. Citing "not enough documented demand" as a reason that services are unreasonable to meet is improper and not in line with MCTC's own criteria. MCTC should instead conduct financial studies to clearly determine a cost-effective strategy to provide services - whether that be an expansion of current services or another transit strategy. Furthermore, as Article 8 Section 99401.5 of the California Public Utilities Code states "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

[1] https://www.maderactc.org/bc-transportation/page/unmet-transit-needs

need is not reasonable to meet." While the report states that this need will be analyzed through a microtransit study, the report does not provide additional information of when this will be done and what needs to be identified in order for this to be considered feasible and cost effective. MCTC should provide a clear timeline for when the study will be developed and completed in the updated report. MCTC must review their criteria and definitions of each through an equity lens to ensure MCTC is addressing the needs of small unincorporated communities.

II. MCTC must conduct assessments of the needs of small unincorporated communities and share the specific findings for each community

Information gathered from micro transit studies need to be studied and shared in order to properly understand the needs of smaller communities. In Table 2: 2022 Population in Madera County, of the Unmet Transit Needs FY 2024-25 Analysis and Recommendations Report, the community of La Viña is not noted separately on the list[2]. It is important to have notable communities listed and analyzed independently. By lumping so many unincorporated communities together, it becomes harder to analyze community trends and needs, and to respond to them effectively.

La Viña has long advocated for increased services within their community. As of now, their bus route is only on Mondays, Wednesdays, and Fridays at 8:45am and 2:06 pm. This leaves folks with a very small window of opportunity to run all of their errands including going grocery shopping, doctors appointments, and reaching any other amenities that are not available within their community. If adding additional services is not plausible at the moment, residents have suggested arranging the bus schedule from earlier in the morning and later in the afternoon to allow for more time to run their errands outside of La Viña. It is these types of considerations that MCTC must do outreach for and bear in mind to comply with the needs of smaller communities.

III. The solutions for unmet transit needs must go beyond what is a "simple fix"

As a response to adding additional bus shelters, the report stated, "Most of the MCC stops are in the unincorporated area that lacks infrastructure like sidewalks to add an ADA compliant shelter." We encourage SSTAC and MCTC to continue to develop additional programs and benefits for community members. Sidewalks are an unmet need for the safety of everyone and a need for those with limited physical mobility. Not having sidewalks or the need for additional infrastructure does not remove the need for bus shelters; this means that there is a need for complete streets solutions. Solutions and responses to unmet transit needs need to be responsive to needs of communities, not to what is a simple fix.

Thank you for the opportunity to submit this letter to the MCTC as part of this important public process. We are happy to work together wherever possible alongside Madera County residents. I and LCJA will gladly serve as a resource to MCTC in seeking to address these unmet needs.

2 https://www.maderactc.org/sites/default/files/fileattachments/social_services_transportation_advisory_council_sstac/page/1841/utn_analysis_and_recommendations_report_fy_24-25_-_compressed_r.pdf (pg 19)

Please do not hesitate to reach with any questions.

Sincerely,
Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability
Isl
Paola Lopez,
Community Resident
Bertha Garcia,
Community Resident
/s/
Guadalupe Nuñez
Community Resident

SSTAC Recommendation: Not an unmet transit need

This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately $106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of $1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

MCTC Response:

Thank you for your continued participation in the Unmet Transit Needs process and for your thoughtful letter on behalf of residents in Fairmead and La Viña. MCTC appreciates the advocacy efforts of the Leadership Counsel for Justice and Accountability (LCJA) and the community voices that help guide our transportation planning work.

MCTC would like to take this opportunity to respond to several key points raised in your letter and to clarify ongoing efforts by MCTC and its member agencies.

La Viña Community Investments and Collaboration with Madera County

MCTC recognizes that transportation challenges in unincorporated communities such as La Viña and Fairmead often stem from larger infrastructure gaps that extend beyond the scope of the Unmet Transit Needs process alone. That is why we want to highlight significant studies and investments that are actively working to address these broader needs:

- La Viña Mobility Study (2019): Adopted by the Madera County Board of Supervisors in January 2019, this study provided a detailed assessment of infrastructure deficiencies in La Viña, including pedestrian safety, lack of sidewalks, and limited access to key services. The findings of this study laid the groundwork for securing funding and identifying long-term solutions.

- La Viña Community Mobility and Safety Enhancement Project: In 2023, the California Transportation Commission awarded $2.4 million to Madera County to implement improvements identified in the 2019 mobility study. This project includes sidewalk installations, pedestrian safety features, and street improvements, which will directly support the future addition of ADA-compliant bus shelters and help fulfill residents' vision of a safer, more accessible community. Construction is targeted for summer/early fall of 2027 to meet the Active Transportation Program funding deadlines.

- Fairmead Community Action Plan (2024): Adopted by Madera County in September 2024, this plan outlines a strategic vision for addressing transportation, infrastructure, and quality-of-life issues in Fairmead. It includes priorities such as improving road conditions, enhancing pedestrian and bicycle safety, expanding access to transit, and ensuring environmental sustainability. The plan was developed in collaboration with community members and is intended to guide targeted investments that reflect local needs and aspirations.

These projects go beyond "short-term fixes" - they are part of a broader commitment by MCTC and Madera County to support Complete Streets solutions and equitable infrastructure investment. While the Unmet Transit Needs process helps identify immediate transit service needs, these larger plans and projects are critical to making meaningful, long-term improvements in underserved communities.

As these projects are implemented, we are confident they will directly address many of the issues raised in your letter — including the feasibility of installing bus shelters, improving walkability, and increasing overall mobility for residents in La Viña and Fairmead.
MCTC continues to encourage all jurisdictions to adopt and implement Complete Streets principles and remains committed to supporting comprehensive, community-informed planning across the region.

Roles and Responsibilities in Infrastructure Projects
While MCTC helps coordinate funding and regional transportation planning, decisions regarding the location and scope of infrastructure improvements such as sidewalks, streetlights, and road enhancements are made by the local jurisdiction. Since La Viña and Fairmead are in unincorporated areas, these decisions would be made by Madera County. MCTC does, however, actively encourage all jurisdictions to adopt and implement Complete Streets policies to ensure roadway projects address the needs of all users, including pedestrians, cyclists, and transit riders.

Definitions of Unmet Transit Need and Reasonable to Meet
In 2022, MCTC revised the definitions of "Unmet Transit Need" and "Reasonable to Meet" based on input from the Social Services Transportation Advisory Council (SSTAC), LCJA, and other Metropolitan Planning Organizations (MPOs). These updates were intended to provide greater clarity and flexibility in evaluating needs, including for smaller and disadvantaged communities. The criteria aim to balance community benefit and feasibility while adhering to state and federal funding and transit operating requirements. MCTC regularly reviews and refines these definitions as directed by the MCTC Policy Board, with input from the SSTAC and relevant stakeholders. While not explicitly stated in the "Reasonable to Meet" criteria, "documented demand"—such as public comments, surveys, and

ridership data—plays a key role in determining whether an unmet transit need is reasonable to meet under MCTC criteria:

- Feasibility: Typically considers whether a proposed transit service can be practically and financially implemented. Documented demand helps justify that there is a real and consistent need for the service and can indicate that the service would attract enough users to justify its cost and logistics.

- Community Acceptance: Reflects public support through comments, surveys, and petitions. Documented demand demonstrates that the proposed service is welcomed and supported, not just a theoretical improvement.

- Benefit to Population: Identifies that the service would help key transit-dependent groups, such as older adults or low-income residents. Documented demand shows not only that people want the service, but who is asking for it, helping to prioritize services that will serve the greatest need. If the requesting population aligns with those considered transit-dependent, the benefit is stronger.

Simply, "documented demand" is not criteria, rather it is data that can help determine if a need meets the "Reasonable to Meet" criteria. This evidence-based approach ensures that transit decisions are responsive to actual community needs.

Equity Considerations in Transit Evaluation

We acknowledge the challenges smaller communities face in meeting traditional ridership thresholds. MCTC recognizes the importance of ensuring that policies do not disadvantage underserved areas. To that end, Madera County—not MCTC—the implementing agency for the microtransit feasibility study, is exploring alternative service models such as microtransit to better serve smaller, rural, and unincorporated communities. The County presented the findings of this study to the Social Services Transportation Advisory Council (SSTAC) at the November 2024 meeting, outlining opportunities and barriers to implementing microtransit services. Madera County is currently working to secure funding to pilot microtransit programs in various communities, including La Viña, as part of a broader strategy to enhance equitable transit access.

Funding and Resources

MCTC/MCTA administers multiple funding sources that may support local transportation improvements, including Measure T, the Local Transportation Fund (LTF), and various state and federal funds. When unmet transit needs are evaluated and determined not to be "reasonable to meet," LTF revenues not used for public transit may then be allocated to eligible street and road projects in accordance with state law. This ensures that available transportation funds are still directed toward improving local infrastructure and mobility within Madera County, including in unincorporated and disadvantaged communities. MCTC administers this process in compliance with the Transportation Development Act (TDA) and encourages jurisdictions to prioritize projects that incorporate Complete Streets elements and enhance safety and accessibility for all users.

We continue to work with local jurisdictions to identify projects in unincorporated communities that are eligible for these funds. While the installation of sidewalks, streetlights, and road improvements in unincorporated areas are under the jurisdiction of Madera County, MCTC remains a committed partner in securing and facilitating the resources necessary to support these efforts.

Appendix

A. Social Services Transportation Advisory Council Meeting Agenda – August 6, 2024
B. Social Services Transportation Advisory Council Meeting Agenda – November 5, 2024
C. Social Services Transportation Advisory Council Meeting Agenda – February 4, 2025
D. Social Services Transportation Advisory Council Meeting Agenda – April 29, 2025
E. Social Services Transportation Advisory Council Recommendations to MCTC Policy Board
F. MCTC Policy Board Signed Resolution 25-03 – Unmet Transit Needs Findings FY 2025-26

Madera County Transportation Commission
Social Services Transportation Advisory Council (SSTAC)

LOCATION

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

or join via Zoom
https://us06web.zoom.us/j/86975908818?pwd=efDZaLbpZ04Rbr5hhpuZFa6pRO7hSb.1

Meeting ID: 869 7590 8818
Passcode: 527175
Call in: +1 408 638 0968

DATE

August 06, 2024

TIME

12:00 PM

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Sabrina Garibay	Local Social Service Provider for Persons with Disabilities
VACANT	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
Mattie Mendez	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
Cynthia Ortegon	Potential Transit User Who Has a Disability

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

AGENDA

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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

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

Agenda

1. ROLL CALL

2. INTRODUCE NEW MEMBERS

3. PUBLIC COMMENT

This time is made available for comments from the public on matters within the Council'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 Council 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 Council does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today's agenda. Members of the public may comment on any item that is on today's agenda when the item is called and should notify the Chairman of their desire to address the Council when that agenda item is called.

4. APPROVE MINUTES

A. Social Services Transportation Advisory Council Minutes

Enclosure: Yes

Action: Approve the minutes of the April 30, 2024, Social Services Transportation Advisory Council Meeting

5. ELECTION OF OFFICERS

A. Appoint Chair and Vice Chair

Enclosure: No

Action: Appoint Chair and Vice Chair of the Social Services Transportation Advisory Council

6. PRESENTATION

A. Green Raiteros Presentation

Enclosure: No

Action: Rey Leon from the Leap Institute will present information about the indigenous rural ridesharing service based in Huron.

7. ANNOUNCEMENTS

8. ADJOURNMENT

ITEM 4A

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, April 30, 2024

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, April 30, 2024, and was called to order by Chair Frank Simonis, at 12:03 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*
Olga Olivia Saucedo-Garcia, Local Social Service Provider for Seniors
Rosalind Esqueda, Social Service Transportation 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
Sabrina Garibay on behalf of Alycia Falley, Vice Chair, Social Service Provider for Persons with Disabilities
Vincent Parker, Social Service Transportation Provider for Persons With Disabilities

MEMBERS ABSENT
Michelle Hernandez, Local Social Service Provider for Seniors

MCTC STAFF PRESENT:
Natalia Austin, Senior Regional Planner
Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner

VISITORS PRESENT:
Alycia Falley, Madera County Department of Social Services
Liliana Zapien, Madera County Public Works
Xochitl Villasenor, City of Madera Transit
Joann McClendon, City of Chowchilla
Cynthia Ortegon, Madera resident

*appeared after roll call

1. **Roll Call**

   At 12:03 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, SSTAC member, shared that she was traveling out on Avenue 12 near the Ranchos and was pleased to see a shelter at a bus stop that was very well lit as a result of the solar lights. Would like to see more shelters like this within the city of Madera. Xochital, Transit Manager for the City of Madera, noted that she also saw the shelter and was happy to see it.

3. **Approve Minutes of the February 6, 2024, Social Services Transportation Advisory Council Meeting**

   Monty Cox moved to approve the minutes of the February 6, 2024, Social Services Transportation Advisory Council Meeting.
   Seconded by Olga Saucedo-Garcia
   Roll Call Vote:
   Ayes: Frank Simonis, Olga Saucedo-Garcia, Franklina Bogan, Lynda Schafhauser, Monty Cox, Sabrina Garibay, Rosalind Esqueda
   Noes: None
   Abstain: Vincent Parker
   MOTION CARRIED UNANIMOUSLY

4. **Unmet Transit Needs Comment Analysis**

   The SSTAC reviewed twenty-seven comments. During the discussion, 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 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. Direction was given to forward these comments to the appropriate agencies to be addressed.

Monty Cox made a motion to recommend for Madera County:
There are unmet transit needs, including needs that are reasonable to meet.

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

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

Seconded by Chair Frank Simonis

Roll Call Vote:
Ayes: Frank Simonis, Olga Saucedo-Garcia, Franklina Bogan, Lynda Schafhauser, Monty Cox, Sabrina Garibay, Rosalind Esqueda, Bertha Vega
Noes: None
Abstain: Vincent Parker
MOTION CARRIED UNANIMOUSLY

5. Appoint SSTAC Representative to attend MCTC Policy Board Meeting on May 29, 2024

Monty Cox nominated Frank Simonis to represent the SSTAC at the MCTC Policy Board meeting on May 29, 2024.
Seconded by Linda Schafhauser.

Roll Call Vote:
Ayes: Frank Simonis, Olga Saucedo-Garcia, Franklina Bogan, Lynda Schafhauser, Monty Cox, Sabrina Garibay, Rosalind Esqueda, Bertha Vega
Noes: None
Abstain: Vincent Parker
MOTION CARRIED UNANIMOUSLY

6. Discuss Future Meetings

The SSTAC agreed upon the following dates for upcoming quarterly meetings: August 6, 2024, November 5, 2024, February 5, 2025, and April 29, 2025. Meetings will continue to be held at noon at the MCTC office.

7. Announcements

SSTAC member, Olga Saucedo-Garcia, announced that Madera County Behavioral Health has partnered with the City of Madera Parks and Community Services to host a Wellness Walk at Town and Country Park on Friday, May 3, 2024, from 9:30am – 11:30am for older adults and persons with disabilities. Breakfast is included. SSTAC chair, Frank Simonis, announced that the annual Smokey the Bear Run-Walk at Bass Lake will be on September 28, 2024. The proceeds benefit the Madera County Sheriff Volunteer Program and the Cal Fire Prevention Program. This year celebrates the 80th anniversary of Smokey the Bear. The roads around Bass Lake will be closed for the event. SSTAC member, Olga Saucedo-Garcia announced that the City of Madera is hosting a Mother's Day luncheon for older adults at the Pan-Am Senior Center at 11:30am on Friday, May 10, 2024. SSTAC member, Monty Cox, introduced the new Madera County Public Works Analyst, Liliana Zapien. MCTC staff, Natalia Austin, mentioned that MCTC will be advertising to fill vacancies on the SSTAC for Representatives of a Social Service Provider for Persons with Disabilities and Seniors. SSTAC members were asked to forward contact information for anyone with those qualifications.

8. Adjourn

The meeting was adjourned by Chair Frank Simonis at 2:00 PM.

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/87124247849?pwd=q1VdEzfsy2beVz39kC4IvUVkb7c7hg.1

Meeting ID: 871 2424 7849
Passcode: 314722
Call in: +1 408 638 0968

DATE

November 5, 2024

TIME

12:00 PM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Nancy Ramirez	Local Social Service Provider for Persons with Disabilities
Monty Cox	Social Service Transportation Provider for Seniors
Bertha Vega, Vice Chair	Local Social Service Provider for Persons of Limited Means
Vincent Parker	Social Service Transportation Provider for Persons with Disabilities
Mattie Mendez	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
Cynthia Ortegon	Potential Transit User Who Has a Disability

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.

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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** This time is made available for comments from the public on matters within the Council'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 Council 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 Council 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 Council when that agenda item is called.		
3.	**Approve Minutes of the August 6, 2024, Social Services Transportation Advisory Council Meeting**	**Yes**	**Action**
4.	**Presentation** Monty Cox, Transit Manager for Madera County, will present the results of the Madera County Microtransit Study	**No**	**Presentation**
5.	**Results of the Unmet Transit Needs Process for FY 2024-2025** Resolution 24-05 Caltrans Unmet Transit Needs Documentation Letter Unmet Transit Needs and Reasonable to Meet Definitions Unmet Transit Needs Bilingual Flyer	**Yes**	**Information**
6.	**Announcements**		
7.	**Adjourn**		

Madera County Transportation Commission

ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, August 6, 2024

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, August 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
Olga Olivia Saucedo-Garcia, Local Social Service Provider for Seniors
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Monty Cox, Social Service Transportation Provider for Seniors
Sabrina Garibay, Social Service Provider for Persons with Disabilities
Mattie Mendez, Local Social Service Provider for Seniors
Cynthia Ortegon, Potential Transit User Who Has a Disability

MEMBERS ABSENT
Vincent Parker, Social Service Transportation Provider for Persons with Disabilities
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older

MCTC STAFF PRESENT:
Natalia Austin, Senior Regional Planner
Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner

VISITORS PRESENT:
Rey Leon, LEAP Institute
Eric Ramirez, LEAP Institute
Xochitl Villasenor, City of Madera, Transit Program Manager

*appeared after roll call

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. It was determined that a quorum was present.

2. **Introduce New Members**

   All the members present introduced themselves. Sabrina Garibay mentioned that she will no longer be employed at the Madera County Department of Social Services, but that a replacement from the agency would fill her position.

3. **Public Comment**

   None

4. **Approve Minutes - Approve Minutes of the April 30, 2024, Social Services Transportation Advisory Council Meeting**

   SSTAC member, Cynthia Ortegon, requested an edit to the minutes to show that she attended the meeting as a representative of the City of Madera ADA Advisory Council and not as a resident of the city of Madera as indicated.
   Monty Cox moved to approve the minutes of the April 30, 2024, Social Services Transportation Advisory Council Meeting with the requested change.
   Seconded by Cynthia Ortegon
   Roll Call Vote:
   Ayes: Frank Simonis, Olga Saucedo-Garcia, Sabrina Garibay, Lynda Schafhauser, Monty Cox, Mattie Mendez, Bertha Vega, Cynthia Ortegon
   Noes: None
   MOTION CARRIED UNANIMOUSLY

5. **Election of Officers - Appoint Chair and Vice Chair of the Social Services Transportation Advisory Council**

   Mattie Mendez nominated Chair Frank Simonis to serve another term as Chair.
   Seconded by Cynthia Ortegon

   Roll Call Vote:
   Ayes: Frank Simonis, Olga Saucedo-Garcia, Sabrina Garibay, Lynda Schafhauser, Monty Cox, Mattie Mendez, Bertha Vega, Cynthia Ortegon
   Noes: None
   MOTION CARRIED UNANIMOUSLY

   Mattie Mendez nominated Bertha Vega to serve as Vice Chair.
   Seconded by Cynthia Ortegon
   Roll Call Vote:
   Ayes: Frank Simonis, Olga Saucedo-Garcia, Sabrina Garibay, Lynda Schafhauser, Monty

Cox, Mattie Mendez, Bertha Vega, Cynthia Ortegon
Noes: None
MOTION CARRIED UNANIMOUSLY

6. Green Raiteros Presentation

Eric Ramirez and Rey Leon of the Latino Equity Advocacy & Policy Institute LEAP Institute presented information about the Green Raiteros, electric vehicle ride-sharing service. Currently, LEAP provides roughly 500 rides per month, 80% of these rides are for healthcare appointments, 10% for social services, and 10% for rides to educational facilities. Green Raiteros offers riders a subsidized ride through established partnerships with employment training centers, government entities and tribal partners. The LEAP Institute is applying for a grant to expand service in 15 locations and would appreciate a letter of support from agencies in Madera County. They are also seeking to identify contacts within the Veterans Affairs office and with Eastern Madera County. A question-and-answer discussion followed, and the presenters provided their contact information.

7. Announcements

MCTC Staff, Natalia Austin, requested that members pay attention to their emails as that is the primary source of communication between MCTC and the SSTAC members.

8. Adjournment

The meeting was adjourned by Chair Frank Simonis at 1:11 PM.

Madera County Transportation Commission

STAFF REPORT
Social Services Transportation Advisory Council Meeting
November 5, 2024

AGENDA ITEM: 5

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Results of the Unmet Transit Needs Process 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.

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 29, 2024, the MCTC Policy Board adopted Resolution Number 24-05, approving the unmet transit need finding for FY 2024-2025:

"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.

1. *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."*

For the latest unmet transit needs finding and assessment for Madera County, please see the Unmet Transit Needs Final Analysis and Recommendations Report for FY 2024-2025.

The required unmet transit needs documentation for FY 2024-2025 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 FY 2024-25 Overall Work Program and Budget.

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

California Department of Transportation

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

June 27, 2024

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 2024-25. 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 Nicholas Isla, telephone number (559) 981-7373, 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 myself at (279) 789-2075.

Sincerely,

CAYMAN MORGAN, Transit Programs Oversight Chief
Office of Transit Planning

c: Nicholas Isla, Associate Transportation Planner, Planning Caltrans District 6, California Department of Transportation
Natalia Austin, Senior Regional Planner, Madera County Transportation Commission

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).

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/UTNSurvey_MCTC

Submit a comment form

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

MCTC
Madera County Transportation Commission

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

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

- ¿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 llendo a: https://www.surveymonkey.com/r/UTNSurvey_MCTC

Llene un formulario

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

MCTC
Madera County Transportation Commission

Para más información:

(559) 675 0721 evelyn@maderactc.org

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/81452772680?pwd=RKAFfvc2bdf0Ia9kbm9ONcLDcl6iZZ.1

Meeting ID: 814 5277 2680
Passcode: 456602
Call in: +1 408 638 0968

DATE

February 4, 2025

TIME

12:00 PM

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Nancy Ramirez	Local Social Service Provider for Persons with Disabilities
Monty Cox	Social Service Transportation Provider for Seniors
Bertha Vega, Vice Chair	Local Social Service Provider for Persons of Limited Means
Vincent Parker	Social Service Transportation Provider for Persons with Disabilities
Mattie Mendez	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
Cynthia Ortegon	Potential Transit User Who Has a Disability

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** This time is made available for comments from the public on matters within the Council'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 Council 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 Council 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 Council when that agenda item is called.		
3.	**Approve Minutes of November 5, 2024, Social Services Transportation Advisory Council Meeting**	**Yes**	**Action**
4.	**Local Transit Agency Updates** • City of Madera – Madera Metro • City of Chowchilla – CATX • County of Madera - MCC	**No**	**Information**
5.	**Unmet Transit Needs FY 2025 - 2026** • Madera County "Unmet Transit Need" and "Reasonable to Meet" Definitions	**Yes**	**Information**
6.	**Announcements**		
7.	**Adjourn**		

ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, November 5, 2024

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, November 5, 2024, and was called to order by Chair Frank Simonis, at 12:06 pm.

MEMBERS PRESENT
Frank Simonis, Chair, Potential Transit User Who Has a Disability – appeared via Zoom
Bertha Vega, Vice Chair, Local Social Service Provider for Persons of Limited Means
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Monty Cox, Social Service Transportation Provider for Seniors
Nancy Ramirez, Social Service Provider for Persons with Disabilities
Cynthia Ortegon, Potential Transit User Who Has a Disability
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older
Mattie Mendez, Local Social Service Provider for Seniors* - appeared via Zoom

MEMBERS ABSENT
Vincent Parker, Social Service Transportation Provider for Persons with Disabilities
Olga Olivia Saucedo-Garcia, Local Social Service 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

VISITORS PRESENT:
Deborah Martinez, Director of Social Services for Madera County, Public Guardian
Xochitl Villasenor, City of Madera, Transit Program Manager
Marcela Zuniga, City of Madera, City Grants Administrator
Liliana Zapien, County of Madera, Transit Administrative Analyst

*appeared after roll call

1. **Roll Call**

At 12:06 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**

Deborah Martinez, Director of Social Services and Public Guardian, commented that they are in the process of completing a Madera County Local Aging and Disability Action Plan. Four hundred and seven surveys were collected, including information about how constituents feel about transportation that is provided in Madera County. She wanted to make the group aware because the results of the survey may coincide with the unmet transit needs process. Many respondents of the survey indicated that they did not have walkable options to access public transit. The final report will be completed in March 2025. Deborah will make the survey available to MCTC before the final report is completed.

Approve Minutes - Approve Minutes of the August 6, 2024, Social Services Transportation Advisory Council Meeting

Frank Simonis moved to approve the minutes of the August 6, 2024, Social Services Transportation Advisory Council Meeting.
Seconded by Lynda Schafhaurser
Roll Call Vote:
Ayes: Frank Simonis, Nancy Ramirez, Lynda Schafhauser, Monty Cox, Mattie Mendez, Bertha Vega, Cynthia Ortegon, Franklina Bogan
Noes: None
MOTION CARRIED UNANIMOUSLY

3. **Presentation – Madera County Microtransit Study**

SSTAC Member and Madera County Transit Manager, Monty Cox, presented the results of the Madera County Microtransit Study. He presented information on the background of microtransit, existing transit services in the area, recommended microtransit service options, possible funding sources for the services, and next steps. A question-and-answer discussion followed. Comments were made about the flexibility of the vans that would be used for the service, the needs of the communities of La Vina and Fairmead, security for older adults and people with disabilities, and other ways to reserve microtransit service without the app. Existing transit service will not be reduced. Microtransit service would be provided in addition to existing service.

4. **Results of the Unmet Transit Needs Process for FY 2024-2025**

Natalia Austin, MCTC Senior Regional Planner, gave an update on the results of the unmet transit needs process for FY 2024-2025. On May 29, 2024, the MCTC Policy Board

adopted Resolution Number 24-05, approving the unmet transit need finding for FY 2024-2025:

"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.

1. *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."*

Natalia Austin reminded the Council that the latest unmet transit needs finding and assessment for Madera County, can be found on the website here: Unmet Transit Needs Final Analysis and Recommendations Report for FY 2024-2025. The required unmet transit needs documentation for FY 2024-2025 has been submitted to the California Department of Transportation and has been approved. The unmet transit needs process for FY 2025-2026 will begin in February 2025.

5. Announcements

Evelyn Espinosa, MCTC Senior Regional Planner, provided a link to the 2026 Sustainable Communities Strategy Survey and asked the Council to share it.

Survey link: MCTC 2026 Sustainable Communities Strategy Survey

Natalia Austin, MCTC Senior Regional Planner, introduced the newest member of the Council, Nancy Ramirez, from the Department of Social Services for Madera County. She is representing a local Social Service Provider for Persons with Disabilities.

6. Adjournment

The meeting was adjourned by Chair Frank Simonis at 1:22 PM.

STAFF REPORT
Social Services Transportation Advisory Council Meeting
February 4, 2025

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 2025-2026.

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 transit-dependent and transportation-disadvantaged persons, including older adults, persons with disabilities and low-income. 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 23, 2025. 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 Tuesday, March 11 at 6:00 PM	Casas De La Vina 23784 Avenue 9 Madera, CA 93637	Yes	No
Workshop Wednesday, March 12 at 6:00 PM	Madera Ranchos Library 37398 Berkshire Drive Madera, CA 93636	Yes	No
Workshop Thursday, March 13 at 5:00 PM	Oakhurst Library 49044 Civic Circle Drive Oakhurst, CA 93644	Yes	No
Workshop Tuesday, March 18 at 6:00 PM	Fairmead Elementary School 19421 Avenue 22 ¾ Chowchilla, CA 93610	Yes	No
Workshop - Zoom Webinar Thursday, March 20 at 6:00 PM	Webinar ID: 882 7273 5705 Passcode: 554773 Click here to join!	No	Yes
Public Hearing Wednesday, April 23 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 2024-2025.

In addition to participating in the unmet transit needs process, attendees will have the opportunity to learn about and provide feedback on the 2026 Sustainable Communities Strategy at the in-person workshops. Find out more on MCTC's website here:

https://www.maderactc.org/transportation/page/2026-madera-county-regional-transportation-plan-and-sustainable-communities

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 2024-25 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.

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/85278694327?pwd=amINXCoyQTElN1m6QLtCCbnhfiE3RK.1

Meeting ID: 852 7869 4327
Passcode: 213662
Call in: +1 408 638 0968

DATE

April 29, 2025

TIME

12:00 PM

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Nancy Ramirez	Local Social Service Provider for Persons with Disabilities
Monty Cox	Social Service Transportation Provider for Older Adults
Bertha Vega, Vice Chair	Local Social Service Provider for Persons of Limited Means
VACANT	Social Service Transportation Provider for Persons with Disabilities
Mattie Mendez	Local Social Service Provider for Older Adults
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 Garcia	Local Social Service Provider for Older Adults
Cynthia Ortegon	Potential Transit User Who Has a Disability

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** This time is made available for comments from the public on matters within the Council'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 Council 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 Council 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 Council when that agenda item is called.		
3.	**Approve Minutes of February 4, 2025, Social Services Transportation Advisory Council Meeting**	**Yes**	**Action**
4.	**Unmet Transit Needs Comment Analysis** • Madera County "Unmet Transit Need" and "Reasonable to Meet" Definitions • Unmet Transit Needs Comments Summary Table – Potential Unmet Transit Needs – FY 2025-2026 • Unmet Transit Needs Comments FY 2025-2026	**Yes**	**Action**
5.	**Appoint SSTAC Representative to attend MCTC Policy Board Meeting on May 21, 2025**	**No**	**Action**
6.	**Discuss Future Meeting Dates and UTN Process Schedule** • Tuesday, September 9, 2025 • Tuesday, December 9, 2025 • Tuesday, March 10, 2026 • Tuesday, June 9, 2026	**No**	**Discussion**
7.	**Announcements**		
8.	**Adjourn**		

ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, February 4, 2025

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, February 4, 2025, and was called to order by Chair Frank Simonis, at 12:03 pm.

MEMBERS PRESENT
Frank Simonis, Chair, Potential Transit User Who Has a Disability – appeared via Zoom
Bertha Vega, Vice Chair, Local Social Service Provider for Persons of Limited Means
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Monty Cox, Social Service Transportation Provider for Older Adults
Nancy Ramirez, Social Service Provider for Persons with Disabilities
Cynthia Ortegon, Potential Transit User Who Has a Disability
Olga Garcia, Local Social Service Provider for Older Adults

MEMBERS ABSENT
Vincent Parker, Social Service Transportation Provider for Persons with Disabilities
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older
Mattie Mendez, Local Social Service Provider for Older Adults

MCTC STAFF PRESENT:
Natalia Austin, Senior Regional Planner
Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner
Troy McNeil, Deputy Director/Fiscal Supervisor

VISITORS PRESENT:
Deborah Martinez, Director of Social Services for Madera County, Public Guardian
Xochitl Villasenor, City of Madera, Transit Program Manager

*appeared after roll call

1. **Roll Call**

   At 12:03 pm, Chair Frank Simonis called the meeting to order and instructed that roll call for attendance be taken. It was determined that a quorum was present.

2. **Public Comment**

   None.

3. **Approve Minutes of November 5, 2024, Social Services Transportation Advisory Council Meeting**

   Monty Cox moved to approve the minutes of the November 5, 2024, Social Services Transportation Advisory Council Meeting.
   Seconded by Lynda Schafhauser
   Roll Call Vote:
   Ayes: Frank Simonis, Nancy Ramirez, Lynda Schafhauser, Monty Cox, Olga Garcia, Bertha Vega, Cynthia Ortegon
   Noes: None
   MOTION CARRIED UNANIMOUSLY

4. **Local Transit Agency Updates**

   Xochitl Villasenor, Transit Manager for Madera Metro, provided the Council with an update on transit services in the city of Madera. Bus stops have been upgraded with new signage and ID numbers, and solar-powered lights are being installed to improve visibility. The team is continuing work on a shelter project, which involves relocating shelters from deactivated stops to active or new locations. A Request for Proposals (RFP) for a microtransit feasibility study has been issued, with responses due by the end of February. Another RFP is being prepared for a new transit operator, as the current contract with MV Transportation expires in June. The City of Madera recently completed the Federal Transit Administration (FTA) Triennial Review and is addressing its findings. The Transit Advisory Board held a meeting last week, and efforts are underway to strengthen the City's social media presence to share updates and promote ridership.

   The City of Chowchilla is looking for a new part-time driver and is trying to keep up with the influx of student riders.

   Monty Cox, Transit Manager for Madera County Connection, briefed the Council on transit services in the county's unincorporated areas. For FY 2024–2025, the identified unmet transit need that was reasonable to meet was to enhance lighting and provide schedule information at bus stops. In response, the County has installed four new shelters equipped with lighting. However, progress has been slowed due to the lack of sidewalks and necessary infrastructure in some areas. New shelter locations include the Oakhurst Thrift Store, Oakhurst Denny's, and both sides of Avenue 12 at Road 36. With over 30 bus stops

countywide, schedules and solar lighting have been installed at most, including at Eastin Arcola, Casa De La Viña, and the La Viña Market. The County has expanded its fleet with the purchase of three new gas-powered buses, three electric buses, and one 10-passenger van, which will support the medical escort service. A new operations contract has been initiated with MV Transportation, and the County has transitioned to using its own maintenance crews for vehicle upkeep. During the meeting, new marketing materials were presented and distributed to Council members. Additionally, the Almond Yard project is moving forward, with plans to go out to bid for the installation of electric vehicle chargers, a solar canopy, and a bus wash system. The County is also looking to increase outreach efforts and provide bus information to the public.

5. Unmet Transit Needs FY 2025-2026

Natalia Austin, MCTC Senior Regional Planner, provided information on the kickoff of the unmet transit needs process for FY 2025-2026. The required public hearing will be on April 23, 2025. Several workshops will be held throughout the county to provide an opportunity for residents to learn about the unmet transit needs process and to get assistance filling out comment forms. At the in-person workshops, residents can also provide input on the Regional Transportation Plan/Sustainable Communities Strategy.

6. Announcements

SSTAC member, Lynda Schafhauser, provided information on a poetry competition, *Poetry Out Loud*, and a presentation on *Water: Our Valley's Life Blood,* at the Madera County Arts Council. Lynda also commented about the difficulties faced by older adults and individuals with disabilities in getting their pets to the veterinarian, as current public transportation policies do not allow animals on board (except for service animals).

7. Adjourn

The meeting was adjourned by Chair Frank Simonis at 1:00 PM.

Madera County Transportation Commission

STAFF REPORT
Social Services Transportation Advisory Council Meeting
April 29, 2025

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 criteria of 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 2025-2026 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 public 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. 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. 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 23, 2025, 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 and April, MCTC hosted five 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 April 26, 2024, through April 24, 2025, 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 2024-25 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 2025- 2026 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received April 26, 2024 - April 24, 2025)									
	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
NEW SERVICE									
1	Transportation to UC Merced and Merced College			(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. Amtrak has stops in Madera & Merced. We will include this in a future study.					
EXPANDED SERVICE									
2	Increase the frequency on the Valley Children's Route. The gap between the 11:51am and 3:15pm departures is too long.			(MCC) Currently there is not enough documented demand for increased frequency on the Valley Children's Route. We will include this in a future study.					
3	Increase the frequency in the community of La Vina to Monday - Friday between 7:30am - 3:30pm or at 7:30am, 1:00pm, and 5-6:00pm. Riders get stranded because there isn't enough frequency to get back home after appointments in Madera.								
4	Increase the frequency of buses and Sunday service as well as expand the hours of operation in the city of 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. While the City is open to ongoing consideration for additional expansion of services, at this time the requests have been very minimal. Additionally, consideration of any expansion of program changes requires a budget review to ensure financial sustainability of services. At this time, the City's budget can only afford the existing services.					

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO FY 2025- 2026 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received April 26, 2024 - April 24, 2025)									
	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
5	Need service from Oakhurst (all mountain communities) to get to Madera County Superior Court by 8:00 AM, Monday -Friday for court appearances, jury duty, etc.								
6	Need local service in Oakhurst on Sunday to go to church services.								
7	Add a bus stop at the River Grove Apartments in Oakhurst. (New Self-Help Enterprises complex)								
AMENITIES OR IMPROVEMENTS									
8	Need an app to track the bus and get updates like late buses, high traffic, etc...(Madera Metro) (MCC)			(Metro) We are currently in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. We anticipate this study will include the integration of technology platforms to address the identified feedback.					

Unmet Transit Needs Comments

FY 2025-2026

April 26, 2024 – April 24, 2025

1. **Online Survey**
   Name: Anonymous
   Received: April 26, 2024

   Q1: Which systems do you most frequently use?
   A1: Chowchilla Area Transit Express (CATX), MCC Chowchilla 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: Respondent skipped this question

   Q3: Describe the transit improvements(s) you are requesting.
   A3: It would be great to have transportation to UC Merced and Merced College.

   Q4: Do you feel safe using transit? Why or why not?
   A4: Yes.

   Q5: For the youth in the City of Chowchilla we lack transportation to get to Merced College or UC Merced. How can we improve our lives if we can't get to our education.

   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. Amtrak has stops in Madera & Merced. We will include this in a future study.

2. **Comment Form - Email**
   Name: Yonas Paulos
   Received: November 26, 2024

   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: I provide veteran services throughout the County.

Q3: Describe the transit improvements(s) you are requesting.
A3: I need additional run times on the Valley Children's Route. The gap between the 11:51 and 3:15 departures is too long. I ended up getting home after dark.

Q4: Do you feel safe using transit? Why or why not?
A4: I am not able to use transit after dark due to my sight impairment.

Madera County Connection Response (MCC): Currently there is not enough documented demand for increased frequency on the Valley Children's Route. We will include this in a future study.

3. **Online Survey #1**
Name: Susan Pennell
Received: March 8, 2025

Q1: Which systems do you most frequently use?
A1: YARTS when it runs in the season to get from Oakhurst to YNP

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 live approximately 5 miles from the MCC bus stop at the YLP Clubhouse. Back in 2012 I used MCC twice a week for ten weeks, in order to get to physical therapy in Madera after a bad car accident. It worked for me. The cost was very affordable. Fortunately, the worker's comp doc allowed me to drive 5 miles from my home, which is sort of in the middle of nowhere on Road 400.

Q3: Describe the transit improvements(s) you are requesting.
A3: Keeping in mind the 10 weeks when I was not allowed to drive more than 5 miles from home, if this were to happen again, I would not be able to attend the Friends of the Madera County Library Meetings twice a month, as the library meetings end at 7:00 pm. If I still wanted to be connected to society, I would need to sell my home of 25 years and move to either Madera or Fresno.

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: If you'd like to contact me for details, feel free to do so.

4. **Online Survey #2**
   Name: Anonymous
   Received: March 11, 2025

   Q1: Which systems do you most frequently use?
   A1: 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: 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

   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

5. **Comment Form – In person workshop – La Vina**
   Name: Maria E. Camacho
   Received: March 11, 1025
   *Answers translated from Spanish

   Q1: Which systems do you most frequently use?
   A1: 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: Respondent skipped this question

Q3: Describe the transit improvements(s) you are requesting.
A3: Yes, I would like the people of La Vina to have better services.*

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: Respondent skipped this question

Madera County Connection Response (MCC):

6. **Comment Form – In Person Workshop – La Vina**
Name: Lisbeth Lopez
Received: March 11, 2025
*Answers translated from Spanish

Q1: Which systems do you most frequently use?
A1: Madera County Connection (MCC), car

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 like to have the bus service on Fridays from 7:30am to 3:30pm.*

Q3: Describe the transit improvements(s) you are requesting.
A3: Change the bus schedule because its route does not operate at a time that helps the people in the community. We need a route that works for everyone. So that the bus ca be used by more people, it needs to come from Monday to Friday between 7:30am to 3:30pm.*

Q4: Do you feel safe using transit? Why or why not?
A4: Yes, it helps a lot for mobility, it is very comfortable.*

Madera County Connection Response (MCC):

7. **Comment Form – In-person Workshop – La Vina**
Name: Eduwiges Aguayo
Received: March 11, 2025
*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: 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: Emphasize the need for transportation in the La Vina community.*

Q3: Describe the transit improvements(s) you are requesting.
A3: Monday – Friday routes from 7:30am – 3:30pm.*

Q4: Do you feel safe using transit? Why or why not?
A4: Respondent skipped this question.

Madera County Response (MCC):

8. **Comment Form – In-person Workshop – La Vina**
Name: Lourdes Castillo
Received: March 11, 2025
*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: Yes, to the doctor on Almendra Street on the corner of 145.*

Q3: Describe the transit improvements(s) you are requesting.
A3: More frequent routes that come more times a day – at 7:30am, 1:00pm, 5/6pm.*

Q4: Do you feel safe using transit? Why or why not?
A4: Inside the bus, yes, but I'm afraid what's going on, you're left in the city without someone to pick me up. *

Madera County Response (MCC):

9. **Comment Form – In-person Workshop - La Vina**
Name: Guadalupe Nuñez – La Vina
Received: March 11, 2025
*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: Bus route to hospital and doctor's offices such as Camarena Clinic, as well directly to schools.

Q3: Describe the transit improvements(s) you are requesting.
A3: Public streetlights and wheelchair access to roads/sidewalks.

Q4: Do you feel safe using transit? Why or why not?
A4: No, as the time schedules are not convenient for medical appointments.

Madera County Response (MCC): The cities of Madera and Chowchilla already provide connections to Camarena Clinics. MCC riders can connect to those services at transfer points.

10. **Comment Form – In-person Workshop – La Vina**
Name: Berta Garcia
Received: March 11, 2025

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: Places where people run errands; doctor, stores (pick up and drop off in the same area).

Q3: Describe the transit improvements(s) you are requesting.
A3: The road, streetlights, sidewalks, for safety, road cleanliness.

Q4: Do you feel safe using transit? Why or why not?
A4: I use the bus but need the last route at a different time (i.e. 3:30pm or 4:00pm)

Madera County Response (MCC):

11. **Comment Form – In-person Workshop - La Vina**
Name: Jose Mariscal
Received: March 11, 2025

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: I would like the route to go through every street in our community.

Q3: Describe the transit improvements(s) you are requesting.
A3: Lights near homes/streetlights for pedestrian safety.

Q4: Do you feel safe using transit? Why or why not?
A4: I don't use it as I can drive.

Madera County Response (MCC):

12. Comment Form – In-person Workshop – Madera Ranchos
Name: Janice Gomes
Received: March 12, 2025

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: Do you have a stop from Oakhurst to the junior college on Avenue 12 that have classes that are not in Oakhurst?

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.

(Yes, Oakhurst to Madera then Madera to college.)

Madera County Response (MCC): From Oakhurst, take the Eastern Madera County route to the Madera Intermodal Transportation Center. Transfer to the College/Children's Hospital route.

13. **Online Survey #3**
    Name: Ashley Trevino
    Received: March 16, 2025

    Q1: Which systems do you most frequently use?
    A1: Madera Metro, 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: The Trains Station. I know the road is closed but we can do a detour. And the office of transportation cause how are we suppose to get there for questions if there isn't a bus there.

    Q3: Describe the transit improvements(s) you are requesting.
    A3: An application where we can track the buses or at least but the correct bus routes on google maps and you can also look at bus tracking there.

    Q4: Do you feel safe using transit? Why or why not?
    A4: Yes cause the drivers drive fast and easy but somehow always late.

    City of Madera Response (Madera Metro): While Madera Metro has Amtrak as a destination point on the Blue Line, due to construction and the delays it is causing, buses are not going to Amtrak as the delays will impact the rest of the route.

    We are currently in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. We anticipate this study will include the integration of technology platforms to address the identified feedback.

14. **Online Survey #4**
    Name: Anonymous
    Received: March 17, 2025

    Q1: Which systems do you most frequently use?
    A1: Planning on using the system soon.

    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: How to travel from Madera Acres to Children's Hospital. Is there a bus stop in Madera acres other than the Amtrak station? Where is the transfer point to the bus going to Children's Hospital?

Q3: Describe the transit improvements(s) you are requesting.
A3: Bus stop in Madera Acres (road 27 now because of the detour, or Rd 26 after the detour is removed?)

Q4: Do you feel safe using transit? Why or why not?
A4: N/A

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: Other comment. maybe the bus route and other pamphlets I have are older, but I found that glossy pamphlets have blurry details and are difficult to read. The plain paper ones are easier to read details. Also the symbol key used on the routes does not contain the symbol for the bus stops. Transfers are free, but what about multiple transfers (like the necessity of taking 3 routes to get to a destination).

Madera County Response (MCC): This connection can currently be made by riding either the City of Madera or County Dial-A-Ride to the Intermodal Transit Center and then transferring to the College/ Children's Hospital route.

15. **Comment Form – In-person Workshop - Fairmead**
Name: Norma Bustillos
Received: March 18, 2025
*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: That they provide service to people in need like the sister "Sofia Guzman". Ph # 510-XXX-XXXX. *

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.

16. **Online Survey #5**
    Name: Anonymous
    Received: March 26, 2025

    Q1: Which systems do you most frequently use?
    A1: Madera Metro, 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: Alpha elementary area

    Q3: Describe the transit improvements(s) you are requesting.
    A3: Cleaner buses

    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: N/A

17. **Online Survey #6**
    Name: Anonymous
    Received: March 27, 2025

    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: Respondent skipped this question.

    Q3: Describe the transit improvements(s) you are requesting.
    A3: Add an app feature to check on updates such as: Late bus, High traffic etc.

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

A4: Yes, the people are respectful, do their job well and offer comfortable conversations at times.

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.

City of Madera Response (Madera Metro): We are currently in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. We anticipate this study will include the integration of technology platforms to address the identified feedback.

18. **Online Survey #7**
Name: Kimberly Smith
Received: Thursday, April 3, 2025

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'd like there to be Sunday service.

Q3: Describe the transit improvements(s) you are requesting.
A3: Increase in frequency of buses and Sunday service as well as expanding hours of operations.

Q4: Do you feel safe using transit? Why or why not?
A4: Somewhat.

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: Kimberly Smith

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. While the City is open to ongoing consideration for additional expansion of services, at this time the requests have been very minimal. Additionally, consideration of any expansion of program changes requires a budget review to ensure financial sustainability of services. At this time, the City's budget can only afford the existing services.

As was previously mentioned, Sunday services are currently offered through our DAR services. Additionally, if the Micro-Transit Feasibility Study finds that there is a need for other service enhancements, the City would consider this, and any enhancements would depend on cost.

19. Online Survey #8
Name: Anonymous
Received: April 9, 2025

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: None

Q4: Do you feel safe using transit? Why or why not?
A4: I would maybe use it if I had to, and I know that others would need to. I'm not sure how safe I'd feel.

20. Comment Form – In-Person Workshop – Oakhurst
Name: April Follette
Received: April 16, 2025

Q1: Which systems do you most frequently use?
A1: Madera Metro, Madera County Connection (MCC), Eastern Madera County Senior Bus, Eastern Madera County Escort Service

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: Need a bus from Oakhurst (all mountain communities, North Fork) to get to Madera County Superior Court by 8:00 AM, Monday – Friday for court appearances, jury duty, traffic school, traffic court, and civil court. Need a bus locally on Sunday to go to church services. A bus stop outside of River Grove.

Q4: Do you feel safe using transit? Why or why not?
A4: Yes.

21. Comment Form – In-Person Workshop – Oakhurst
Name: Donna Caetano
Received: April 16, 2025

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: No

Q3: Describe the transit improvements(s) you are requesting.
A3: I would like a bus stop at the River Grove Apartments. There are lots of people who depend on transit who live there.

Q4: Do you feel safe using transit? Why or why not?
A4: Yes.

22. Online Survey #9
Name: Anonymous
Received: April 21, 2025

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: NA

Q3: Describe the transit improvements(s) you are requesting.
A3: Dispatch should take phone calls when the first bus arrives to the intermodal 551am till the last bus leaves the intermodal 836pm. Not from 8am to 5pm, it's frustrating no one answers the phone call to get information like when the bus is running late. The phone lines used to be open all day when the bus routes are in service.

Q4: Do you feel safe using transit? Why or why not?
A4: Yes.

23. Online Survey #10
Name: Anonymous
Received: April 22, 2025

Q1: Which systems do you most frequently use?
A1: MCC Madera 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: Respondent skipped this question

Q3: Describe the transit improvements(s) you are requesting.
A3: I need ten minute phone call before DAR arrives. I use a walker or electric chair depending on my strength I have multiple sclerosis. I try to get outside at my scheduled time sometimes I'm late. I call the mcc office to call the DAR bus back the women answer the phone in the morning rushes me off the phone, she speaks low and is rude. I'm disable I need a call ten minutes before my pick up to get outside before the bus leaves.

Q4: Do you feel safe using transit? Why or why not?
A4: Yvette the black hair women DAR driver has left my chair electric unfastened while transporting me I did not feel safe this 1 time.

24. Public Comment Letter – Submitted electronically via email to: publiccomment@maderactc.org
Name: Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability
Received: April 23, 2025

(letter attached)

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

April 23, 2025
Madera County Transportation Commission
2001 Howard Rd, Ste 201
Madera, CA 93637

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Ahmed, Gonzales, Gallegos, Poythresss, Rodriguez, and Rogers,

I am writing to provide comments as part of the 2025 unmet transit needs process on behalf of residents from Fairmead and La Viña. Leadership Counsel for Justice and Accountability and residents from Fairmead and La Viña, have engaged in the unmet transit need process since 2019. However, the transit needs within these communities have long preceded our direct involvement, continue to exist, and will continue to exist and compound until the Madera County Transportation Commission (MCTC) equitably prioritizes equity throughout the Unmet Transit.

I. There is a need to broaden and redefine the categories selected for what constitutes an "unmet transit need".

In order to determine whether a need is reasonable to meet, the following criteria have been selected by MCTC: feasibility, community acceptance, benefit to population, cost effectiveness, and consistent with the intent of existing transit services(s) and plans. Various definitions established for each of the criteria create a disadvantage for small disadvantaged, unincorporated, and underserved communities. For instance, stating that "*Sufficient ridership potential exists for new expanded, or revisited transit services*" is one of the criteria needed for feasibility without accounting for smaller populations in communities such as La Viña, which already favors larger areas with larger riderships. The populations of smaller communities will not be able to compete with the ridership potential of larger communities, even though the proportional transportation need may be disproportionately greater. As such, we ask MCTC to redefine this criteria to include language which does not create a disadvantage to smaller communities.

An instance where this is seen is in the advocacy efforts of La Viña. Residents have been advocating for additional public transportation services with expanded service dates, hours, and frequency. While, the SSTAC found the request to be accepted by the community, a benefit to the population, and consistent with the existing service and plans, SSTAC did not find the services as

"reasonable to meet" because they did not deem the services to be feasible and cost effective.t As part of SSTAC rationale, stated *"There is not enough documented demand to provide [services]"* despite the documented need to improve public transportation services in La Viña since 2019. Moreover, it is important to note that MCTC's website does not define "reasonable to meet" to include "enough documented demand" in any of the criteria[1]. Citing "not enough documented demand" as a reason that services are unreasonable to meet is improper and not in line with MCTC's own criteria. MCTC should instead conduct financial studies to clearly determine a cost effective strategy to provide services - whether that be an expansion of current services or another transit strategy. Furthermore, as Article 8 Section 99401.5 of the California Public Utilities Code states "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." While the report states that this need will be analyzed through a microtransit study, the report does not provide additional information of when this will be done and what needs to be identified in order for this to be considered feasible and cost effective. MCTC should provide a clear timeline for when the study will be developed and completed in the updated report. MCTC must review their criteria and definitions of each through an equity lens to ensure MCTC is addressing the needs of small unincorporated communities.

II. MCTC must conduct assessments of the needs of small unincorporated communities and share the specific findings for each community

Information gathered from micro transit studies need to be studied and shared in order to properly understand the needs of smaller communities. In Table 2: 2022 Population in Madera County, of the Unmet Transit Needs FY 2024-25 Analysis and Recommendations Report, the community of La Viña is not noted separately on the list[2]. It is important to have notable communities listed and analyzed independently. By lumping so many unincorporated communities together, it becomes harder to analyze community trends and needs, and to respond to them effectively.

La Viña has long advocated for increased services within their community. As of now, their bus route is only on Mondays, Wednesdays, and Fridays at 8:45am and 2:06 pm. This leaves folks with a very small window of opportunity to run all of their errands including going grocery shopping, doctors appointments, and reaching any other amenities that are not available within their community. If adding additional services is not plausible at the moment, residents have suggested arranging the bus schedule from earlier in the morning and later in the afternoon to

[1] https://www.maderactc.org/bc-transportation/page/unmet-transit-needs

[2] https://www.maderactc.org/sites/default/files/fileattachments/social_services_transportation_advisory_council_sstac/page/1841/utn_analysis_and_recommendations_report_fy_24-25_-_compressed_r.pdf (pg19)

allow for more time to run their errands outside of La Viña. It is these types of considerations that MCTC must do outreach for and bear in mind to comply with the needs of smaller communities.

III. The solutions for unmet transit needs must go beyond what is a "simple fix"

As a response to adding additional bus shelters, the report stated, "Most of the MCC stops are in the unincorporated area that lacks infrastructure like sidewalks to add an ADA compliant shelter." We encourage SSTAC and MCTC to continue to develop additional programs and benefits for community members. Sidewalks are an unmet need for the safety of everyone and a need for those with limited physical mobility. Not having sidewalks or the need for additional infrastructure does not remove the need for bus shelters; this means that there is a need for complete streets solutions. Solutions and responses to unmet transit needs need to be responsive to needs of communities, not to what is a simple fix.

Thank you for the opportunity to submit this letter to the MCTC as part of this important public process. We are happy to work together wherever possible alongside Madera County residents. I and LCJA will gladly serve as a resource to MCTC in seeking to address these unmet needs. Please do not hesitate to reach with any questions.

Sincerely,
Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability

/s/

Paola Lopez,

Community Resident

/s/

Bertha Garcia,

Community Resident

/s/

Guadalupe Nuñez

Community Resident

April 19, 2023
Madera County Transportation Commission
2001 Howard Rd, Ste 201
Madera, CA 93637

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Ahmed, Gonzales, Gallegos, Poythresss, Rodriguez, and Rogers,

I am writing to provide comments as part of the 2023 unmet transit needs process. In previous years' unmet transit needs hearings, residents of the City of Madera, La Vina, and Fairmead have highlighted a long list of unmet transit needs which we are resubmitting for the public record, since -- to our knowledge-- almost none of these have been addressed. Attached, please find our comment letters submitted in years prior to MCTC for previous unmet transit needs hearings which contain a full list of the unmet transit needs of residents we partner with. We discussed this ongoing list with them this week and confirmed that these unmet transit needs are still outstanding needs.

Additionally, we urge MCTC to conduct its own culturally relevant public engagement process on unmet transit needs by directly speaking with residents in communities across Madera County and compiling a full list of unmet transit needs. We have compiled a long list of unmet transit needs, but we only work in three communities in Madera County.

Residents we work with have raised these unmet transit needs for years, and they still continue to go unaddressed, so many of your constituents feel abandoned and neglected by MCTC. In order to address these concerns, MCTC and Madera County must incorporate an equity framework in decision-making around investments for public transit funding, in order to ensure that Severely Disadvantaged Communities take priority for public transit investments. Continuing business as usual without an equity component will continue to exacerbate the unmet transit needs and other transportation needs within disadvantaged and unincorporated communities, which are often put last in line to wait for investments from their own tax dollars.

Thank you for the opportunity to submit this letter to the MCTC as part of this important public process. We are happy to work together wherever possible alongside Madera County residents. I

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

and LCJA will gladly serve as a resource to MCTC in seeking to address these unmet needs. Please do not hesitate to reach out to me with any questions.

Sincerely,

Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

April 15, 2019

Amelia Davies
Madera County Transportation Commission
2001 Howard Rd, Ste 201
Madera, CA 93637

Re: Comments on Unmet Transit Needs in Madera County

Dear Ms. Davies,

I am writing on behalf of Leadership Counsel for Justice & Accountability and our several community partners throughout Madera County to provide input for Madera County Transportation Commission's (MCTC) annual "unmet transit needs" survey and public comment process. These comments arise from our many conversations with residents throughout the county regarding the existing transit infrastructures established to serve them. We at Leadership Counsel are grateful for the opportunity to provide comments on this matter because we deeply value government agencies' fervent, genuine inclusion and incorporation of public input in the planning of the County's communities. Furthermore, we especially value your consideration of public input from disadvantaged communities who are least benefited by the status quo.

The following comments are a compilation of feedback from residents in Fairmead, La Viña, and the City of Madera, and they constitute our effort to assist MCTC in receiving and incorporating public input into future transit infrastructure planning.

Unmet Need: Route and schedule improvements for the Chowchilla-Fairmead-Madera Connection to ensure a dependable and user-friendly service

The existing Chowchilla-Fairmead-Madera route establishes essential connectivity between Madera and Chowchilla transit routes with one stop in the community of Fairmead. The route runs five times per day between Monday and Friday. The community of Fairmead is not home to any commercial businesses or stores, so this route presents the only opportunity for transit-dependent Fairmead residents to access food and other essential goods. For this reason, the route and schedule must be accessible and dependable.

In order to ensure that this route is user-friendly, residents in Fairmead have identified the following needs:

(a) The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route;

764 P Street, Suite 012, Fresno, California 93721
Telephone: (559) 369-2790

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

April 21, 2021
Madera County Transportation Commission
2001 Howard Rd, Ste 201
Madera, CA 93637

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Rodriguez, Wheeler, Ahmed, Frazier, Gallegos, and Poythress,

I am writing regarding the unmet transit needs hearing process. Our organization continues to hear from residents in Fairmead, La Viña, the City of Madera, and other communities in Madera County whose transit needs remain unmet by this agency, despite our participation in this process for the past several years. In this letter, we will list the unmet transit needs that residents have elevated to us in the past few months and request additional information from this agency regarding use of transportation and transit funding. Attached alongside this letter, I have also resubmitted our comment letters from the last two years' unmet transit needs survey process regarding unmet transit needs and comments regarding this process that we have elevated in previous years, which remain unaddressed by MCTC.

We are grateful for the opportunity to participate in this important public process and ask that the feedback we have received from community members on the ground be incorporated so that all Madera County residents have access to reliable, equitable, and affordable public transportation.

I. Unmet Transit Needs

In conversations with residents from the City of Madera, La Vina, and Fairmead in the past few months, community leaders and transit users have highlighted the following unmet transit needs:

A. Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.
B. Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.
C. Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.
D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.

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E. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.
F. Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.
G. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.
H. Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.

II. Request for Additional Information

Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.

Thank you in advance for your attention to these comments and to our request for additional information. Please do not hesitate to reach out to me with any questions.

Gratefully,

Madeline Harris
Policy Advocate

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

May 20, 2020
Madera County Transportation Commission
2001 Howard Rd, Ste 201
Madera, CA 93637

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Ahmed, Medellin, J. Rodriguez, Wheeler, M. Rodriguez, and Frazier,

I am writing to provide feedback based on our continued collaboration with residents in Fairmead, La Viña, and the City of Madera on transit needs that remain unmet by MCTC, as well as some comments regarding the substance of the unmet transit needs process itself. I have attached our comment letter from last year's unmet transit needs survey process as well as the response to comments I received from you in the mail for your reference. We are grateful for the opportunity to participate in this important public process and ask that the feedback we have received from community members on the ground be taken to heart and incorporated so that all Madera County residents have access to reliable, equitable, and affordable public transportation.

Regarding the process of the Unmet Transit Needs Survey, Madera County Transportation Commission (MCTC) must immediately alter its definition of "unmet transit needs" so that the Commission can be truly responsive to comments from the public. According to the response to comments document that we received last year after participating in the unmet transit needs process, MCTC's current definition of "unmet transit needs" "includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation." This definition causes harm to communities lacking sufficient public transit options and to the region at large in a few ways.

I. "Persons for Which There is no Other Convenient Means of Transportation" are Not the Only People with Unmet Transit Needs in the Region

First, the definition operates on an assumption that public transit is a last resort for mobility wherever personal vehicles are not available (i.e. "transit-dependent persons *for which there is no other convenient means of transportation"*). As you know, the San Joaquin Valley is the most polluted air basin in the United States, and is consistently in violation of EPA standards for air quality. As the coronavirus pandemic has shown us, through significant improvements in air quality correlated with the vast reduction in vehicle miles traveled occurring during shelter-in-place orders, a significant amount of pollution in the San Joaquin Valley stems from emissions from vehicles. Rather than solely define unmet transit needs as gaps in access to essential services where no other option is available, MCTC should recognize *all* unmet transit needs in order to address *all* gaps in services that have widespread community acceptance, and move forward towards creating an effective transit system that encourages ridership and reduces

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vehicle miles travelled in the region. This recommendation is consistent with goal number nine from the current Regional Transportation Plan which commits "to protect the environment and health of our residents by improving air quality and encouraging active transportation," as well as goal number two which aims to "promote intermodal transportation systems that are fully accessible" (pg. 1-8, 1-9). Beyond the air quality benefits of reducing emissions from single passenger vehicles, we believe that planning transit infrastructure that is well designed based on community input surrounding *all* residents' needs will draw in greater ridership, thus bringing in more fare revenue to the transit system for a greater return on investments in these programs.

II. Unmet Transit Needs Go Beyond "Essential Trip Requests"

Second, the definition limits MCTC's understanding of "unmet transit needs" to "essential trip requests by transit-dependent persons." Though "essential trip requests" was not defined in the response to comments document that we received and the definition is thus unclear, it appears to further limit the Commission's understanding of "unmet transit needs." Transit-dependent persons have the right to live full lives that are not solely limited to their homes and to essential services. MCTC should fully consider the public comments calling for greater access to public transit and other VMT-reducing mobility related to "non-essential" trips as a result.

III. MCTC's Definition of Unmet Transit Needs is Too Narrow

Third, as indicated by the issues highlighted above, the current definition is unreasonably narrow. In fact, the Commission's working definition is so narrowly crafted that it allowed MCTC to determine that none of the public comments received in last year's Unmet Transit Needs process qualified as "unmet needs" that were "reasonable to meet." These needs included requests for additional bus stops along existing routes, increased frequency of existing routes, improvements to the Dial-a-Ride hotline to make it more consistent, user-friendly, and language-accessible, hygiene improvements to buses, clear signage on buses and bus stops, and pursuit of additional funding to explore innovations to rural transit for unincorporated communities. All of these comments constitute clear needs related to the accessibility, reliability, and effectiveness of the region's transit system, yet MCTC determined that "there are no unmet transit needs that are reasonable to meet in FY2019/20 within the jurisdiction of the City of Madera, County of Madera, and City of Chowchilla."

As a result of these three issues with the working definition of "unmet transit needs," the definition must be amended to include *all* unmet transit needs of Madera County residents that are reasonable to meet.

IV. MCTC Must Alter the Criteria for Needs that are "Reasonable to Meet"

In addition to changing the definition of "unmet transit needs," the Commission must alter the criteria being used to determine if a need is "reasonable to meet" in the following ways in order to honor this important public process, meaningfully respond to comments, and work towards accomplishing the goals defined in the Regional Transportation Plan:

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A. The Commission must define "feasible."
B. The Commission must define what constitutes serving a "significant number of the population." Furthermore, the definition of "significant number of the population" should be based on projected ridership should the unmet needs outlined in public comments be met, rather than on current ridership numbers.
C. Regarding criteria (4) which indicates that unmet needs which are reasonable to meet must be "economical," MCTC must publish and present updates to the public to demonstrate that the Commission is making every effort to pursue all relevant funding sources at the regional, state, and federal level that could meet the unmet needs addressed in residents' comments in an economically feasible way.

Aside from these comments regarding the unmet transit needs process itself, I have attached comments (our letter from last year's FY2019-20 unmet transit needs hearing) noting all of the unmet transit needs that our organization heard from residents in Fairmead, La Viña, and the City of Madera. I am submitting these comments once again for your consideration since, to our knowledge, none of these needs have been met. (That said, we acknowledge that the Fresno Economic Opportunity Commission has indicated their intent to incorporate a second bus stop in the community of Fairmead, and we look forward to continuing to partner with the community and with Fresno EOC to make that happen as soon as possible.)

Once more, thank you for the opportunity to provide comments in this important public process, and please do not hesitate to reach out should you have any questions.

Gratefully,

Madeline Harris
Policy Advocate

(b) The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera; and
(c) A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this crucial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 ½ near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.

While we recognize the challenges of providing successful transit infrastructure to rural communities with low population densities, we believe these suggested improvements would make the County's current and future investments in the Chowchilla-Fairmead-Madera bus route more worthwhile because Fairmead residents note that these improvements would increase ridership significantly. Currently, there are existing and potential transit users in the community who say they would use this service more consistently if it were more dependable and accessible.

Unmet need: Increased frequency of routes for Eastin Arcola-Ripperdan-La Viña Transit
The Eastin Arcola-Ripperdan-La Viña transit circuit runs twice daily on Wednesdays and Fridays only in order to connect these three communities with the transit system of the City of Madera. Currently, transit users must depart from La Viña at 9:15am and will arrive in Madera at 9:49am. They are then unable to depart from Madera en route back to La Viña until 1:00pm. On the other hand, if, for example, riders who depend on this circuit for medical appointments, which can often become extended or delayed, miss the bus back to La Viña at 1:00 pm, there are no additional returning routes until the following Wednesday or Friday.

The infrequency of this schedule results in a public transit circuit that is undependable and inaccessible for residents. Community members in La Viña note that (a) extending the circuit's schedule into the rest of the week (including weekends) and (b) implementing additional routes during the day would vastly increase ridership.

Growing and improving this particular program would not only be a worthwhile investment for encouraging ridership; rather, expansion of this circuit would also move the county closer toward its goal of "identify[ing] reliable transportation choices that support a diverse population" as outlined in the current Regional Transportation Plan (1-8).

Unmet need: Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services
The following requested improvements were readily identified by transit users in the City of Madera as concrete changes that would encourage ridership, provide more equitable services, and help the city meet its goals related to the reduction of greenhouse gas emissions. Furthermore, the current Regional Transportation Plan identifies "transit enhancements" to the MAX transit system as well as "Operating Assistance" to Dial-a-Ride (DAR) as "Planned Transit Improvement" projects with funding allotments for each year beginning in 2014 until 2040

(Table 5-5). The following improvements recommended by MAX and DAR system users fall within the scope of these project descriptions.

I. **Re-opening of the Walmart stop along Routes 1 and 2 in Northwest Madera**
MAX riders point out that temporary closure of the Walmart bus stop at this crucial transit junction has increased barriers to public transit use, given that shoppers must cross a major thoroughfare (W Cleveland Ave) then proceed to walk an additional block to the next bus stop at the Walgreens location.

As a result, the closure makes household shopping at this location challenging and burdensome for transit users. Madera residents therefore request that the Walmart bus stop be re-installed and re-opened as soon as possible.

II. **Installation of trash cans on MAX buses**
MAX riders request that garbage cans be installed at the front and back of each transit vehicle in order to maintain clean and welcoming buses.

III. **Thirty-minute incremented bus service on all MAX routes**
While MAX riders in the City of Madera acknowledge that some of the routes have been improved such that the bus arrives at each stop every thirty minutes, they point out that some of the routes still only provide bus service once each hour. Residents who rely on public transit note that half-hour arrival increments make the service much more dependable. This is especially important in light of riders' concerns about getting passed by bus drivers and left at their bus stops even when they are on time to their bus stops and have properly signaled for drivers to stop. While this concern is connected to transit riders' requests that drivers undergo training (see below), it also further communicates the importance of a consistent and frequent bus schedule wherein riders do not have to wait an additional hour when missing a bus.

IV. **Improvements to the "Dial-a-Ride" Dispatch System**
Madera county residents and "Dial-a-Ride" (DAR) users report issues with language inaccessibility and systemic inconsistencies on the dispatch system that must be addressed. First, DAR users report that some dispatchers instruct them to reserve their ride 24 hours in advance. Other dispatchers say they must give 2 hours' notice, and others still request ride reservations ***one week*** in advance. Not only do these inconsistent timelines for advance notice make the service impractical and unusable for most riders, they also contribute to confusion.

As a result, DAR users request training for dispatch operators in addition to consistent publishing of DAR user guidelines online to ensure an accessible and consistent system that works well for all transit users.

Additionally, DAR users report being placed on long holds in order to access the Spanish language line. On occasion, these hold times last so long that DAR users

become unable to access the ride they hoped to reserve. For this reason, residents urge MCTC to train DAR dispatchers in basic language accessibility practices and ensure that Spanish-speaking dispatchers are available during all hours of operation. MCTC should also ensure DAR access to a language line in the likely event that DAR users do not speak English or Spanish.

V. **Extended MAX service operation on weekends**
Residents continually note the need to expand bus services to Sundays on all routes in the City of Madera. Additionally, residents and transit users note that the current hours of operation on Saturday are insufficient and undependable, and request that the hours be extended on Saturdays to better parallel the hours of operation during the week.

VI. **Mandated discrimination prevention and accessibility training for all Madera County Transit Staff**
Residents report a need for drivers, dispatchers, and all other transit service staff to receive training in intercultural competency, accessibility for people with disabilities, and other elements of discrimination prevention training in order to ensure equitable access and improved service for folks of all nationalities, ethnicities, genders, incomes, ages, and ability levels.

VII. **Equip bus stops and buses with route-related signage**
MAX riders in the City of Madera voice a need for directional guidance at bus stops and on buses. For example, buses should be equipped with digitized signage indicating the bus's direction (eg: "Northbound" versus "Southbound"), as well as the next stop or final destination (eg: "Walgreens" or "Medical Center"). Riders have expressed that this will prevent new transit users from becoming lost or boarding the wrong bus, which will make MAX services more accessible and welcoming to new riders and in turn facilitate increased use of MAX transit.

VIII. **Apply for grant funding to secure free rides for students**
Residents request that MCTC follow in the footsteps of other jurisdictions like Ventura County which have launched pilot programs allowing students to ride public transit for free. Madera residents suggest that MCTC secure free transit access for children and adult students who depend on public transit to get to school each day. Free rides will be granted to students who show their student ID upon boarding. MCTC can utilize Low Carbon Operations Transportation Program funding to initiate such a pilot program.

Unmet need: Pursuit of regional funding for an electric rural rideshare program
MCTC can also utilize Low Carbon Operations Transportation Program funding in addition to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the purpose of launching a rural rideshare pilot program with an electric fleet of vehicles. Unincorporated communities in Fresno and Merced Counties have launched such programs for the purpose of

expanding rural access to transit and reducing greenhouse gas emissions through community-based and community-operated pilot programs of this nature.

Lastly, since residents and transit users across Madera County readily identified unmet needs and areas for transit improvement throughout the region during our conversations, we urge MCTC to consider conducting their own formal and thorough assessment of all existing routes and potential deficiencies in Madera County. Such an assessment would allow for staff and residents to collaborate towards a more complete and transparent understanding of transit needs beyond the limited scope of the unmet transit needs survey process.

Once again, we appreciate the opportunity to submit comments as part of this important public process, and will gladly serve as a resource to MCTC and the transit agencies in Madera County in seeking to address these unmet needs.

Sincerely,

Madeline Harris
Policy Advocate
Leadership Counsel for Justice and Accountability

Surveys and Comment Forms in Original Format

#11

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, April 26, 2024 4:26:09 PM
Last Modified:	Friday, April 26, 2024 4:28:32 PM
Time Spent:	00:02:22
IP Address:	198.0.222.25

Page 1

Q1

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

Chowchilla Area Transit Express (CATX),

MCC Chowchilla 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 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.

Respondent skipped this question

Q3

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

It would be great to have transportation to UC Merced and Merced College

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

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.

For the youth in the City of Chowchilla we lack transportation to get to Merced College or UC Merced. How can we improve our lives if we cant get to our education.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 08, 2025 8:38:17 AM
Last Modified: Saturday, March 08, 2025 8:49:33 AM
Time Spent: 00:11:15
IP Address: 76.9.90.149

Page 1

Q1

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

Other (please specify):

YARTS when it runs in the season to get from Oakhurst to YNP.

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.

I live approximately 5 miles from the MCC bus stop at the YLP Clubhouse. Back in 2012 I used MCC twice a week for ten weeks, in order to get to physical therapy in Madera after a bad car accident. It worked for me. The cost was very affordable. Fortunately the worker's comp doc allowed me to drive 5 miles from my home, which is sort of in the middle of nowhere on Road 400.

Q3

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

Keeping in mind the 10 weeks when I was not allowed to drive more than 5 miles from home, if this were to happen again, I would not be able to attend the Friends of the Madera County Library Meetings twice a month, as the library meetings end at 7:00 pm. If I still wanted to be connected to society, I would need to sell my home of 25 years, and move to either Madera or Fresno.

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

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.

If you'd like to contact me for details, feel free to do so.

Susan Pennell

[redacted]

[redacted]

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 11, 2025 1:19:29 PM
Last Modified: Tuesday, March 11, 2025 1:19:46 PM
Time Spent: 00:00:16
IP Address: 73.116.154.213

Page 1

Q1

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

Other (please specify):

taxy

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.

Respondent skipped this question

Q3

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

Respondent skipped this question

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?

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.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.

Respondent skipped this question

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, March 16, 2025 11:49:38 PM
Last Modified:	Sunday, March 16, 2025 11:54:25 PM
Time Spent:	00:04:47
IP Address:	72.159.162.65

Page 1

Q1

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

Madera Metro (Metro),

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 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 Trains Station I know the road is closed but we can do a detour. And the office of transportation cause how are we suppose to get there for questions if there isn't a bus there.

Q3

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

An application where we can track the busses or at least but the correct bus routes on google maps and you can also look at bus tracking there.

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 cause the drivers drive fast and easy but somehow always late

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.

Ashley Trevino [redacted]

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, March 17, 2025 7:25:37 PM
Last Modified: Monday, March 17, 2025 7:45:42 PM
Time Spent: 00:20:04
IP Address: 108.205.167.47

Page 1

Q1

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

Other (please specify):

Planning on using the system soon

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.

How to travel from Madera Acres to Children's Hospital . Is there a bus stop in Madera acres other than the Amtrak station? Where is the transfer point to the bus going to Children's Hospital?

Q3

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

Bus stop in Madera Acres (road 27 now because of the detour, or Rd 26 after the detour is removed?)

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?

N/A

Item 4-4-L.

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.

Other comment.. maybe the bus route and other pamphlets I have are older, but I found that glossy pamphlets have blurry details and are difficult to read. The plain paper ones are easier to read details. Also the symbol key used on the routes does not contain the symbol for the bus stops.
Transfers are free, but what about multiple transfers (like the necessity of taking 3 routes to get to a destination)

233

051

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 26, 2025 7:38:21 AM
Last Modified: Wednesday, March 26, 2025 7:39:54 AM
Time Spent: 00:01:32
IP Address: 172.56.15.104

Page 1

Q1

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

Madera Metro (Metro),

(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 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.

Alpha elementary area

Q3

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

Cleaner buses

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

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.

N/A

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, March 27, 2025 3:57:05 PM
Last Modified: Thursday, March 27, 2025 3:59:38 PM
Time Spent: 00:02:33
IP Address: 209.129.243.121

Page 1

Q1

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

(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 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.

Respondent skipped this question

Q3

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

Add an app feature to check on updates such as: Late bus, High traffic ect

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, the people are respectful, do their job well and offer comfortable conversations at times

Item 4-4-L.

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.

Respondent skipped this question

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 03, 2025 11:58:22 AM
Last Modified: Thursday, April 03, 2025 12:04:13 PM
Time Spent: 00:05:50
IP Address: 174.236.228.59

Page 1

Q1

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

Madera Metro (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 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.

I'd like there to be Sunday service

Q3

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

Increase in frequency of buses and Sunday service as well as expanding hours of operations

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?

Somewhat

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.

Kimberley Smith [redacted]

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 09, 2025 4:40:52 PM
Last Modified: Wednesday, April 09, 2025 4:44:31 PM
Time Spent: 00:03:39
IP Address: 209.129.120.213

Page 1

Q1

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

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 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.

none

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 would maybe use it if I had to, and I know that others would need to. I'm not sure how safe I'd feel.

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.

Respondent skipped this question

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 21, 2025 11:01:52 AM
Last Modified: Monday, April 21, 2025 11:07:27 AM
Time Spent: 00:05:34
IP Address: 166.205.91.54

Page 1

Q1

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

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 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.

NA

Q3

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

Dispatch should take phone calls when the first bus arrives to the intermodal 551am till the last bus leaves the intermodal 836pm. Not from 8am to 5pm, it's frustrating no one answers the phone call to get information like when the bus is running late. The phone lines used to be open all day when the bus routes are in service.

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

Item 4-4-L.

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.

Respondent skipped this question

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 22, 2025 7:16:47 PM
Last Modified: Tuesday, April 22, 2025 7:44:48 PM
Time Spent: 00:28:00
IP Address: 98.244.20.53

Page 1

Q1

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

MCC Madera 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 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.

Respondent skipped this question

Q3

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

i need ten minute phone call before Dar arrives. i use a walker or electric chair depending on my strength i have multiple sclerosis. I try to get outside at my schedule time sometimes im late. I call the mcc office to call the Dar bus back the women answer the phone in the morning rushes me off the phone, she speaks low and is rude. I'm disable I need a call ten minutes before my pick up to get outside before the bus leaves.

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?

[redacted] the black hair women Dar driver has left my chair electric unfastened while transporting me I did not feel safe this 1 time.

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.

Respondent skipped this question

MCTC
Madera County Transportation Commission

Unmet Transit Needs Comment Form

Name*: Yonas Paulos

Email: _____

City*: Fresno 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.*

I provide veteran services throughout the County.

3. Describe the transit improvements(s) you are requesting.*

I need additional run times on the Valley Childrens Route. The gap between the 11:51 & 3:15 departures is too long. I ended up getting home after dark.

4. Do you feel safe using transit? Why or why not?

I am not able to use transit after dark due to my sight impairment.

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/UTNSurvey_MCTC

*Response is required

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Norma Bustillos

Correo electrónico: _____

Ciudad*: Chowchilla, CA. Número de Teléfono: [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☐ 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.*

Que le den Servicio a las Personas Necesitadas como la Sra. "Sofia Guzman" Ph# [redacted]

3. Describa las mejoras de transporte público que necesita.*

_____

_____

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

_____

_____

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Unmet Transit Needs Comment Form

Name*: JANICE GOMES

Email: [redacted]

City*: Madera 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.*

* Do you have a stop from Oakhurst to the Jr college on ave 12 that have classes that are not in oakhurst.

3. Describe the transit improvements(s) you are requesting.*

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/UTNSurvey_MCTC

*Response is required

* yes oakhurst to madera then madera to College.

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: María E Camacho

Correo electrónico: N/A

Ciudad*: Madera Ca. Número de Teléfono: 93637 [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☐ 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.*

_____

_____

3. Describa las mejoras de transporte público que necesita.*

Si me gustaria que la gente de la Vina tenga una mejor Servicios

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

_____

_____

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/UTNSurvey_MCTC

*Respuesta es requerida

Necesitamos una ruta que funcione para todos. Para que el bus pueda ser utilizado por mas personas necesita venir de lunes a viernes entre las 7:30 Am to 3:30 PM

MCTC
Madera County Transportation Commission

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 frequentemente?*

- ☐ Madera Metro
- ☐ Metro Dial-A-Ride (DAR)
- ☐ Chowchilla Area Transit Express (CATX)
- ☒ Otro (por favor especifique) Carro
- ☒ 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.*

Me gustaría tener el servicio de bus de Lunes a Viernes 7:30 to 3:30

3. Describa las mejoras de transporte público que necesita.*

Cambiar el horario del bus porque su ruta no funciona en ese horario para las personas de la comunidad.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

SÍ, Ayuda mucho para la mobilidad, es muy comodo.

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Edwiges Aguayo

Correo electrónico: _____

Ciudad*: Madera Número de Teléfono: [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☐ 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.*

Poner énfasis en la necesidad del transporte En la comunidad de la Viña.

3. Describa las mejoras de transporte público que necesita.*

Rutas de Lunes - Viernes de 7:30 AM — 3:30 PM

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Lourdes Castillo

Correo electrónico: _____

Ciudad*: La Viña Número de Teléfono: [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☑ 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.*

Si - al doctor - por la calle almendra en la esquina de la 145

3. Describa las mejoras de transporte público que necesita.*

- Rutas mas frequentes - que venga mas veces al dia - a la 7:30, 1, 5/6pm

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Dentro del camion si, pero tengo miedo de que me vaya quedar en la ciudad sin quien me regrese

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Guadalupe Nuñez

Correo electrónico: _____

Ciudad*: La Vina Número de Teléfono: [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☐ 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.*

Bus route to hospital & doctor offices such as Camarena Clinic, as well as directly to schools.

3. Describa las mejoras de transporte público que necesita.*

Public street lights & wheelchair access to roads/side walks

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

NO, as the time schedules are not convenient for medical appointments

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Berta Garcia

Correo electrónico: _____

Ciudad*: La Vina Número de Teléfono: [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☐ 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.*

Places where people run errands; doctor, stores (pick up & drop off in same area)

3. Describa las mejoras de transporte público que necesita.*

the road, street lights, side walks for safety, road cleanliness

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

I use the bus, but need the last route to be at a diffent time (i.e. 3:30pm or 4:00pm)

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Necesidades Insatisfechas de Transporte Público Formulario para Comentarios

Nombre*: Jose Mariscal

Correo electrónico: —

Ciudad*: La Vina Número de Teléfono: [redacted]

1. ¿Qué sistema de transporte público usa frequentemente?*

- ☐ 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.*

I would like the route to ~~go~~ go through every street in our community.

3. Describa las mejoras de transporte público que necesita.*

Lights near homes/Street lights for pedestrian safety.

4. ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

I don't use it as I can drive.

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/UTNSurvey_MCTC

*Respuesta es requerida

MCTC
Madera County Transportation Commission

Unmet Transit Needs Comment Form

Name*: April Follette

Email: [redacted]

City*: Oakhurst Phone Number: [redacted]

1. Which system(s) do you most frequently use?*

- [x] Madera Metro
- [ ] Metro Dial-A-Ride (DAR)
- [ ] Chowchilla Area Transit Express (CATX)
- [ ] Other (please specify)

_____

- [x] Madera County Connection (MCC)
- [ ] MCC Madera Dial-A-Ride (DAR)
- [ ] MCC Chowchilla Dial-A-Ride (DAR)
- [x] Eastern Madera County Senior Bus
- [x] 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.*

No

3. Describe the transit improvements(s) you are requesting.*

① Need a bus from Oakhurst (all mountain communities North Fork) to get to Madera County Superior Court by 8:00 am. M-F for court appearances, jury duty, traffic school & civil court, traffic court

4. Do you feel safe using transit? Why or why not?

yes

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/UTNSurvey_MCTC

*Response is required

② need a bus locally on Sunday to go to church services

③ Bus stop outside of River Grove

MCTC
Madera County Transportation Commission

Unmet Transit Needs Comment Form

Name*: Donna Caetano

Email: [redacted]

City*: Oakhurst 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.*

no

3. Describe the transit improvements(s) you are requesting.*

I would like a bus stop at the river grove apartments. There are lots of people who depend on transit who live there.

4. Do you feel safe using transit? Why or why not?

yes

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/UTNSurvey_MCTC

*Response is required

Social Services Transportation Advisory Council

Madera County Transportation Commission Members

Chair
Jose Rodriguez
City of Madera

Vice Chair
Robert Poythress
Madera County

Waseem Ahmed
City of Chowchilla

Robert Macaulay
Madera County

David Rogers
Madera County

Rohi Zacharia
City of Madera

May 21, 2025

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

SUBJECT: SSTAC FY 2025/26 "Unmet Transit Needs" Recommendation

Dear Chair Rodriguez:

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 2024 and February 2025 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 23, 2025. The SSTAC met again on April 29, 2025, 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 2025-26 there no unmet transit needs within the jurisdiction of the County of Madera.**

   MCTC Staff and the SSTAC recommend the following items be addressed during the upcoming fiscal year:

   - Testimony was received regarding the need for increased frequency or an adjusted bus schedule on the Eastin Arcola – Ripperdan - La Vina route to accommodate riders trying to return home from Madera to La Vina after appointments within a short timeframe. The County of Madera (Madera County Connection) will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

2. **For FY 2025-26 there are no unmet transit needs within the jurisdiction of the City of Chowchilla.**

3. **For FY 2025-26 there are no unmet transit needs 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 Medical 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 Medical 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 Medical 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

Frank Simonis, SSTAC Chair

Consejo Asesor de Transporte de Servicios Sociales

Madera County Transportation Commission Members

Presidente
Jose Rodriguez
City of Madera

Vice Presidente
Robert Poythress
Madera County

Waseem Ahmed
City of Chowchilla

Robert Macaulay
Madera County

David Rogers
Madera County

Rohi Zacharia
City of Madera

Mayo 21, 2025

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

ASUNTO: Recomendación de la SSTAC sobre "Necesidades de transporte público insatisfechas" para el año fiscal 2025/26

Estimado Presidente Rodriguez:

Con gran satisfacción, el Consejo Asesor de Transporte de Servicios Sociales (SSTAC) presenta nuevamente una recomendación a la Comisión de Transporte del Condado de Madera sobre las posibles Necesidades de Transporte Público Insatisfechas el Condado de Madera. El SSTAC se reunió en noviembre de 2024 y febrero de 2025 antes de la audiencia pública para revisar las conclusiones del año anterior y prepararse para el proceso de necesidades de transporte público insatisfechas de este año. Se recibieron comentarios sobre las necesidades de transporte público en el Condado de Madera en la Audiencia Pública sobre Necesidades de Transporte Público Insatisfechas, celebrada el 23 de abril de 2025. El SSTAC se reunió nuevamente el 29 de abril de 2025, tras la audiencia pública, para revisar todos los comentarios recibidos y evaluarlos con base en las definiciones de "necesidad de transporte insatisfecha" y "razonable de satisfacer" adoptadas por la Junta de Políticas del MCTC. Tras una evaluación exhaustiva, recomendamos que la Comisión adopte mediante resolución las siguientes conclusiones:

1. **Para el año fiscal 2025-26 no habrá necesidades de transporte público insatisfechas dentro de la jurisdicción del condado de Madera.**

   El personal de MCTC y el SSTAC recomiendan que se aborden los siguientes temas durante el próximo año fiscal:

   - Se recibieron testimonios sobre la necesidad de aumentar la frecuencia o ajustar el horario de autobuses en la ruta Eastin Arcola – Ripperdan – La Vina para atender a los pasajeros que intentan regresar a casa de Madera a La Vina después de sus citas en un plazo breve. El Condado de Madera (Conexión del Condado de Madera) realizará más encuestas a los pasajeros de esta ruta para comprender mejor sus necesidades específicas de transporte y sus patrones de viaje, a fin de garantizar que cualquier cambio futuro se ajuste a las preferencias actuales de los pasajeros.

Patricia Taylor
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2. **Para el año fiscal 2025-26 no hay necesidades de transporte público insatisfechas dentro de la jurisdicción de la ciudad de Chowchilla.**

3. **Para el año fiscal 2025-26 no hay necesidades de transporte público insatisfechas dentro de la jurisdicción de la Ciudad de 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 Medical Escort Service; and Eastern Madera County Senior Bus**

El personal de MCTC y el SSTAC recomiendan que los sistemas de transporte público actuales sigan funcionando en el condado de Madera. Estos sistemas satisfacen la necesidad 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 Medical Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

El Madera Metro y el Madera Dial-A-Ride brindan servicios de transporte público que cubren toda la ciudad de Madera.

El Chowchilla Area Transit Express (CATX) proporciona servicios de transporte que cubren toda la ciudad de Chowchilla, así como Fairmead y la prisión estatal de Valley.

Madera County Connection (MCC) ofrece transporte interurbano desde Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos y el este del condado de Madera hasta el 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 Acompañamiento Médico ofrecen transporte a las comunidades del este del condado de Madera, incluyendo el servicio a Raymond. Este servicio se ofrece los miércoles de 8:30 a.m. a 4:30 p.m.

Sinceramente,

Frank Simonis, SSTAC Chair

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

In the matter of	Resolution No.: **25-03**
FINDINGS OF THE FY 2025-26 UNMET TRANSIT NEEDS HEARING	

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. 25-03 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 23, 2025, 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 in FY 2025/26 within the jurisdiction of the City of Madera, there are no unmet transit needs in FY 2025/26 within the jurisdiction of the City of Chowchilla, and that there are no unmet transit needs in FY 2025/26 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 no unmet transit needs in FY 2025/26 within the jurisdiction of the County of Madera and that the following items be addressed during the upcoming fiscal year:
   - Testimony was received regarding the need for increased frequency or an adjusted bus schedule on the Eastin Arcola – Ripperdan - La Vina route to accommodate

riders trying to return home from Madera to La Vina after appointments within a short timeframe. The County of Madera (Madera County Connection) will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

2. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2025/26 within the jurisdiction of the City of Chowchilla.

3. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2025/26 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 Medical 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 21st day of May 2025 by the following vote:

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

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-M

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Permanently Shift the Unmet Transit Needs Process from Spring to Fall

Enclosure: No

Action: Approve Permanently Shifting the Unmet Transit Needs Process from Spring to Fall

SUMMARY:

MCTC staff recommends moving the Unmet Transit Needs (UTN) process from spring to fall, beginning with the upcoming cycle (FY 2026-27).

Each year, MCTC conducts the UTN process as required under the Transportation Development Act (TDA). This process collects feedback from the public about transit needs that current services may not fully meet. While traditionally conducted in the spring, staff is recommending a shift to the fall cycle for several operational and strategic reasons.

There are three primary reasons supporting the proposed change:

1. **Improved Coordination with Transit Budget Cycles:**
   Local transit agencies have indicated that the current spring UTN schedule does not align well with their budget development timelines. Budget planning for their upcoming fiscal year begins in January. Completing the UTN process before this time would allow agencies to incorporate public feedback and findings into their fiscal planning in a timely and effective manner.

2. **Leverage Fall Community Events for Public Outreach:**
   The fall season includes several community events in which MCTC has historically participated. These events offer valuable platforms for public engagement and outreach. By conducting the UTN process in the fall, MCTC and local transit agency staff may collaborate to utilize these events as opportunities for soliciting feedback, increasing public participation, and improving the overall effectiveness of the UTN process.

3. **Flexibility Under TDA Guidelines:**
   The TDA does not prescribe a specific timeline for initiating or conducting the UTN process. The primary requirement is that the final UTN documentation be submitted by August 15 of the fiscal year in which the TDA allocation is made, or within 10 days after the finding is adopted, whichever is later. A fall UTN cycle remains fully compliant with these statutory requirements and may even allow for earlier adoption and completion.

Recommended timeline:

- September 2025 – Kickoff UTN Process
  - Outreach events
- October 2025 – Required UTN Public Hearing
- December 2025 – SSTAC makes UTN recommendation
- January 2026 – MCTC Policy Board approves UTN finding by resolution
- March 2026 – Send UTN documentation to Caltrans

Shifting the UTN process from spring to fall aligns with local transit agency budget planning, enhances public engagement opportunities, and remains fully compliant with TDA requirements. MCTC believes this scheduling change will improve the effectiveness and efficiency of the UTN process.

FISCAL IMPACT:

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

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-N

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

California Waiver Rescission and Conformity Impacts

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

On June 12, 2025, President Trump signed three Congressional Review Act (CRA) Resolutions.

- H.J. Res. 87 – Rescinds previous federal approval of the California waiver to implement the Advanced Clean Trucks (ACT) Regulation which requires an aggressive phase-in of zero-emission vehicles (ZEVs) in the medium and heavy-duty transportation sectors.
- H.J. Res. 88 – Revokes the general Clean Air Act waiver to California to regulate emissions from mobile sources. The waiver also allowed other states to adopt California emission standards in lieu of the federal standards (Section 177 states).
- H.J. Res. 89 - Rescinds previous federal approval of the California waiver to implement the Low-NOx Omnibus Regulation which requires more stringent NOx emission standards for heavy-duty trucks and off-road vehicles.

California Metropolitan Planning Organizations (MPOs) are currently in a "conformity lockdown," during which the required air quality analyses necessary to advance transportation projects are precluded, resulting in potential delays to project schedule and loss of funding. The waiver rescission directly impacts successful transportation project delivery in the state because of the federal transportation conformity requirements, where California is the only state required to use its own emissions model for conformity purposes. Please see the attached analysis on potential impacts. Updates will be provided once additional information becomes available.

FISCAL IMPACT:

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

Trinity Consultants

MEMORANDUM

To: San Joaquin Valley Executive Directors and Staff

From: Alex Marcucci, San Joaquin Valley Air Quality Coordinator

Date: July 17, 2025

RE: California Waiver Rescission and Conformity Impacts

California Metropolitan Planning Organizations (MPOs) are currently in a "conformity lockdown," during which the required air quality analyses necessary to advance transportation projects are precluded, resulting in potential delays to project schedule and loss of funding. It is crucial that the Environmental Protection Agency (EPA) provides a timely remedy to continue to successfully deliver transportation projects in California and the San Joaquin Valley (SJV).

On June 12, 2025, President Trump signed three Congressional Review Act (CRA) Resolutions –

- H.J. Res. 87 – Rescinds previous federal approval of the California waiver to implement the Advanced Clean Trucks (ACT) Regulation which requires an aggressive phase-in of zero-emission vehicles (ZEVs) in the medium and heavy-duty transportation sectors.
- H.J. Res. 88 – Revokes the general Clean Air Act waiver to California to regulate emissions from mobile sources. The waiver also allowed other states to adopt California emission standards in lieu of the federal standards (Section 177 states).
- H.J. Res. 89 - Rescinds previous federal approval of the California waiver to implement the Low-NOx Omnibus Regulation which requires more stringent NOx emission standards for heavy-duty trucks and off-road vehicles[1].

The impact on California MPOs ability to deliver transportation projects was immediate without the need for EPA to develop and publish new rules in the Federal Register due to the CRA nature of this federal action.

The waiver rescission directly impacts successful transportation project delivery in the state as a result of the federal transportation conformity requirements in 40 CFR Part 93, where California is the only state required to use its own emissions model for conformity purposes.

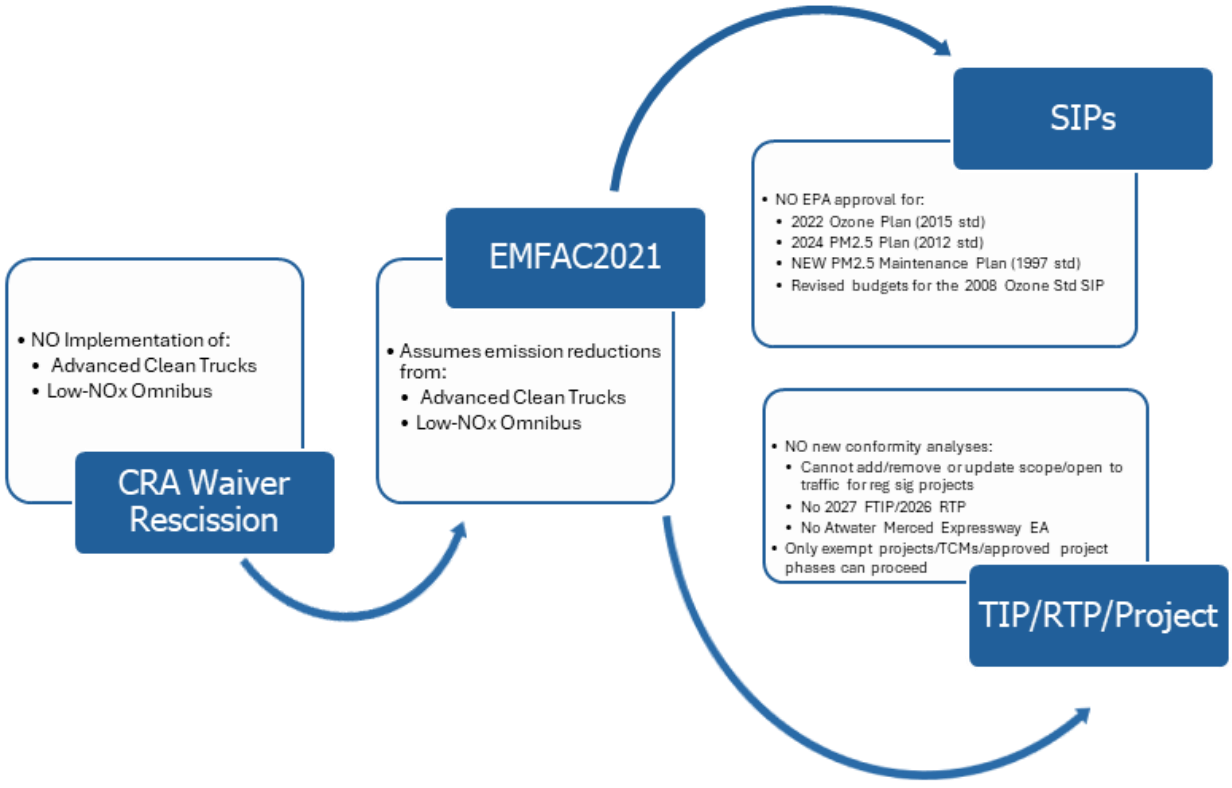
[1] For more information of EPA's actions related to California waivers and authorizations, please see: Vehicle Emissions California Waivers and Authorizations | US EPA.

Trinity Consultants

MEMORANDUM

The only emissions model currently approved by EPA for regional and project-level conformity use is EMFAC2021, which assumes criteria pollutant and fuel use reductions due to ACT and Low-NOx Omnibus Regulations. Given the recent federal direction that California has no authority to implement these regulations, all future conformity analyses with EMFAC2021 will no longer be federally approvable.

This means California MPOs are in a "conformity lockdown" until a remedy is identified and implemented or a grace period is established. The diagram below summarizes the relationship between the CA waiver rescission, State Implementation Plan (SIP) development, and regional transportation planning.



During a conformity lockdown, the SJV MPOs are NOT able to:

1. Process TIP/RTP[2] amendments that require a new conformity analysis or rely on a previous conformity analysis, which may result in a loss of federal funding. New conformity requirements are triggered when there are changes to regionally significant project's design/scope and open to traffic dates. Conformity is also required when adding or removing new regionally significant projects[3].
2. Adopt the 2027 FTIP/2026 RTP. Current transportation plans in the SJV expire December 16, 2026. If a remedy or a grace period are not implemented, SJV MPOs will need to develop an interim "exempt project" TIP where only exempt projects and approved project phases can be advanced.
3. Receive updated budgets for the 2016 Ozone SIP (2008 75 ppb standard) that are needed for two SJV MPOs to make future conformity demonstrations. These budgets were adopted by the California Air Resources Board (CARB) in March 2025.
4. Proceed with project-level conformity analysis for the Atwater Merced Expressway (AME) project, the only quantitative hot-spot analysis in the SJV.

The following activities CAN proceed during a conformity lockdown:

1. Adding/removing or amending projects exempt from conformity (e.g. transit, active transportation, traffic signalization, etc.)
2. Continue implementing Transportation Control Measures (TCMs) from an approved SIP[4].
3. Advancing project phases and projects in a currently conforming TIP/RTP.
4. Making PM Hot-Spot Determinations for projects consistent with the TIP/RTP (non-POAQC).

The timing for issuing federal implementation guidance and the development of a technical or administrative strategy to remedy conformity impacts is crucial given that the SJV MPOs have already begun 2026 RTP development and the supporting travel modeling. While SJV 2027 FTIP/2026 RTP adoption is planned for July 2026, emissions modeling must begin at least 6 months in advance to allow sufficient time for interagency consultation (IAC) and public review.

[2] A TIP is a short-term (4-year) transportation improvement program, while an RTP is a long-term (20-year) regional transportation plan.
[3] A "regionally significant project" is defined in 40 CFR § 93.101 as a transportation project is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network.
[4] Not all TCMs are considered exempt from conformity requirements but can still proceed during a lockdown.

Further, two SJV MPOs cannot pass transportation conformity budgets contained in the 2016 Ozone SIP (2008 standard) since these budgets were developed with a previous model version; therefore, CARB has to develop and EPA must approve, the revised 2016 Ozone SIP budgets without accounting for ACT and Low-NOx Omnibus regulations prior to SJV TIP/RTP adoption. Finally, the AME project has received IAC concurrence to utilize EMFAC2021 as part of the quantitative PM hot-spot analysis and it is unclear whether all modeling efforts to date are now void given EMFAC2021 issues.

In conclusion, it is crucial for EPA to provide timely guidance that specifically addresses approvable regional and project-level conformity procedures. It is also important for CARB and EPA to coordinate on a technical solution that will allow California MPOs to make future conformity demonstrations. Given that federal approval of a technical solution to be proposed by CARB may take months, a grace period may be necessary during which MPOs can continue demonstrating conformity under the old rules or using an interim modified process. Alternatively, EPA could implement a temporary regulatory relief from transportation conformity requirements to ensure that the CRA resolutions do not immediately impact transportation project delivery.

The following actions are necessary to avoid transportation project delays and loss of funding:

1. Develop and approve a technical solution, such as EMFAC adjustment factors, or an administrative solution, such as a grace period or relief from conformity requirements, in a timely manner.

2. Revise and approve new 2016 SJV Ozone SIP budgets without accounting for emission reductions from the ACT and Low-NOx Omnibus regulations.

3. Allow the use of EMFAC2021 for the AME project level hot-spot analysis given that the IAC concurrence on the technical methodology was received prior to waiver rescissions.

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-O

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Letters of Support

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

City of Chowchilla Safety Enhancement Project

The City of Chowchilla has prepared an application for the United States Department of Transportation's (USDOT) FY 2025 Safe Streets and Roads for All (SS4A) Grant for the City of Chowchilla Safety Enhancement Project.

The City requested $1,069,105 in funding through the SS4A grant opportunity to implement critical safety improvements. The proposed project aims to enhance safety in an area that has experienced fatal and injury-related accidents, while also improving the roadway for all users and encouraging active modes of transportation.

EvGateway Electric Vehicle Charging Infrastructure Project

EvGateway has prepared an application for the Energize Infrastructure Fast Track Program. The project proposes funding to install EV charging infrastructure at a proposed site in Madera County. The installation of charging stations directly supports both state and local environmental goals by prioritizing investments in disadvantaged communities, expanding safe and accessible transportation options, and supporting public health improvements.

Yosemite Area Transit (YARTS) Purchase of Four Clean-Diesel, Over-the-Road Coach Buses

The Yosemite Area Transit (YARTS) has prepared an application for the Federal Transit Administration (FTA) FY 2025 Buses and Bus Facilities Program for the purchase of four clean-diesel, over-the-road buses.

County of Madera Purchase of Longer Range Electric Buses

The County of Madera has prepared an application for the Low-No and Bus & Bus Facility funding program for the purchase of longer range electric buses. Longer range electric buses

are necessary to meet the requirements of all their routes, including one that travels 140 miles uphill from 300 feet to over 3000 feet roundtrip at least five times per day.

FISCAL IMPACT:

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

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637

559.675.0721 • maderactc.org

June 24, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: FY 2025 Safe Streets and Roads for All (SS4A) Grant – City of Chowchilla Safety Enhancement Project

Dear Secretary Duffy,

On behalf of the Madera County Transportation Commission (MCTC), it is my pleasure to provide a letter in support of the City of Chowchilla Safety Enhancement Project 2025 Safe Streets and Roads for All (SS4A) grant application. The funding being pursued through the U.S. Department of Transportation will provide critical resources to implement much needed safety improvements. These enhancements will support a safer, more accessible environment for both pedestrians and motorists, encouraging a culture of active and secure transportation.

Chowchilla is a close-knit community of diverse families that has been deeply impacted by both fatal and injury-related accidents within the project area. Residents, including children, commuters, and local service providers, must currently navigate unsafe corridors where the lack of proper infrastructure forces compromises in daily life. Community members have clearly voiced the urgent need for streets that can be safely traveled—regardless of destination or mode of transportation.

The proposed project will bring significant benefits to both residents and visitors by improving roadway safety for all users and encouraging active modes of transportation. As a disadvantaged community, Chowchilla lacks the resources needed to independently make the types of infrastructure investments that will reduce vehicle emissions, promote healthier lifestyles, and improve safety. The City of Chowchilla has demonstrated a strong commitment to responsible planning and public safety through its proactive studies and alignment with the City's 2022 Local Roadway Safety Plan; however, the resources necessary to implement these critical improvements are urgently needed.

This project also aligns closely with the goals of the Madera County Regional Transportation Plan and Sustainable Communities Strategy by prioritizing investments in disadvantaged areas, expanding safe and accessible transportation options, promoting active transportation, and supporting public health improvements.

MCTC commends the City of Chowchilla for its commitment to responsible planning and public safety and fully supports its efforts to secure SS4A funding. We look forward to the transformative impact this project will have on the community.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Commission

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637

559.675.0721 • maderactc.org

June 30, 2025

The Madera County Transportation Commission (MCTC) is writing to express our support for **EvGateway** and their efforts to expand electric vehicle (EV) charging infrastructure within our community.

As part of their application for funding through the **ENERGIIZE Infrastructure Fast Track Program**, EvGateway is proposing to install EV charging infrastructure at the following location:

Proposed Site Address: 32603 Ave 7 Madera, CA 93637

By supporting EVGateway's initiatives in our area, we recognize the value this brings to our community, including:

- Advancing the transition to clean, zero-emission transportation,
- Improving air quality and reducing our carbon footprint,
- Enhancing accessibility to EV charging for residents and visitors,
- Encouraging economic development through infrastructure improvements.

MCTC believes the installation of EV charging stations by EVGateway directly supports both state and local environmental goals by prioritizing investments in disadvantaged communities, expanding safe and accessible transportation options, supporting public health improvements, and contributing to a more sustainable, forward-thinking community.

We support EVGateway and their mission to drive EV adoption and environmental responsibility.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Commission

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637
559.675.0721 • maderactc.org

July 9, 2025

Ms. Kirsten Wiard-Bauer
Federal Transit Administration
Office of Program management
1200 New Jersey Ave., SE
Washington, DC 20590

Re: Support for the Yosemite Area Regional Transportation System's application to FTA's FY 2025 Buses and Bus Facilities Grant Program for four Clean-Diesel, Over-the-Road Coaches

Dear Ms. Wiard-Bauer,

On behalf of the Madera County Transportation Commission (MCTC), I am writing to support the Yosemite Area Regional Transportation System's (YARTS) application to the Federal Transit Administration's (FTA) FY 2025 Buses and Bus Facilities Grant Program for the purchase of four new, clean-diesel, over-the-road coach buses.

For the last 25 years, YARTS has been providing a safe, convenient and cost-effective public transit option to visitors, employees, and families to Yosemite National Park and its gateway communities within the Sierra Nevada mountains and central San Joaquin Valley. This project is important in maintaining the existing level of operations in the six counties in which YARTS provides service. Many communities within YARTS' 480 square-mile service area are considered underserved and rely on YARTS not only for the economic benefits it provides local businesses but also for reliable transportation within the region to jobs and services.

As a small, rural public transit agency, funding for capital purchases is challenging. The buses purchased with these grant funds will be used to replace existing vehicles that have reached the end of their useful life. Without replacement, service in some areas will be reduced.

We sincerely hope that the Federal Transit Administration will favorably consider YARTS' project application for funding to maintain an adequate fleet so that local residents, as well as visitors from across the country, can continue to enjoy access to the natural wonders found in Yosemite National Park.

Sincerely,

Patricia Taylor (Jul 9, 2025 10:22 PDT)

Patricia Taylor
Executive Director
Madera County Transportation Commission

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637
559.675.0721 • maderactc.org

July 10, 2025

Grant Review Committee

Re: Madera County Zero Emission Bus Application to Low or No Emission and Bus & Bus Facilities Grant Opportunity

Dear Grant Review Committee,

The Madera County Transportation Commission (MCTC) is writing to express our support for the County of Madera application for the Low-No and Bus & Bus Facility funding programs. The County currently provides vital transportation services for underserved populations within many parts of Madera County. Their various services address transportation needs for the low-income, disabled and elderly residents primarily in rural areas where transportation is a vital need.

The County has already taken steps to provide clean, zero-emission bus service with their previous vehicle purchases; however, their existing electric fleet is limited to routes that operate in lower elevations and on shorter routes. The application before you will fund larger capacity, longer range buses that will meet the requirements of all their routes, including the one that travels 140 miles uphill from 300 feet to over 3000 feet roundtrip at least five times per day.

The County is determined to meet federal and state zero emission fleet regulations; however, without this grant they currently have insufficient funds to acquire the zero emission buses needed to meet those requirements. This grant will ensure that not only will they meet the federal and state transit fleet rules, but our communities will benefit greatly from the improved air quality and reliable bus services offered by the County.

Again, MCTC wishes to demonstrate our support for the County of Madera's application for Low-No and Bus & Bus Facility funds. If you have any questions about this recommendation, please do not hesitate to contact me.

Sincerely,

Jose Rodriguez
Jose Rodriguez (Jul 10, 2025 12:14 PDT)

Jose Rodriguez, Chair
Madera County Transportation Commission

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-P

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC State Budget Letter Supporting California High-Speed Rail

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

MCTC provided a letter to the State supporting continued funding for High-Speed Rail that will provide continuous funding that creates long-term certainty, reduces cost escalation and inflation, and unlock private investment opportunities for the project.

FISCAL IMPACT:

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

MCTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637
559.675.0721 • maderactc.org

June 12, 2025

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Mike McGuire
President pro Tempore
California State Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker of the Assembly
California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

The Honorable Scott Wiener, Chair
Senate Budget & Fiscal Review Committee
1021 O Street, Suite 8620
Sacramento, CA 95814

The Honorable Jesse Gabriel, Chair
Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

RE: High-Speed Rail Project Funding

Dear Governor Newsom and Legislative Leaders,

The Madera County Transportation Commission urges you to provide continuous funding that will create long-term certainty, reduce cost escalation and inflation, and unlock private investment opportunities for the California High-Speed Rail (HSR) project.

The high-speed rail project is critical to the San Joaquin Valley. The State must deliver the 171-mile Merced to Bakersfield segment as soon as possible to improve air quality, enhance mobility, support economic development, and create jobs, rather than leaving unfinished infrastructure throughout the Valley. The MCTC supports completing the high-speed rail segment with stations in Merced, Madera, Fresno, Kings-Tulare, and Bakersfield, which will help transform those communities by promoting transit-oriented development and generating numerous business opportunities for the region. Our region is working with the High-Speed Rail Authority (HSRA) to ensure that the early operating segment of the high-speed rail is fully integrated with expanded conventional passenger rail as part of a statewide network. These investments also help maintain and extend service for ACE and the San Joaquins.

We understand that HSRA's Project Update Report cites a $7 billion shortfall for the project that may increase to $10 billion if federal funding is withheld. This shortfall can be overcome by extending the Cap-and-Trade Program, which is estimated to have a surplus of funding beyond the $4.4 billion

generated annually. This commitment could make private investment more compelling, as contemplated initially when the project was conceived, involving state, federal, and private funding.

We look forward to working with you on these issues. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. We appreciate your consideration.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission

cc: Members of the Assembly Budget Committee
Members of the Senate Budget Committee
The Honorable Marie Alvarado-Gil, Senator, 4th District
The Honorable Anna Caballero, Senator, 14th District
The Honorable Esmeralda Soria, Assemblymember, 27th District
The Honorable David S. Tangipa, Assemblymember, 8th District
Toks Omishakin, Secretary, California State Transportation Agency

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 4-Q

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

San Joaquin Valley Regional Planning Agencies Directors Surface Transportation Reauthorization Letter

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Directors' Committee of the San Joaquin Valley Planning Agencies provided a letter to the Valley's U.S. Senate and Congressional members outlining core goals of the transportation funding bill reauthorization to provide adequate and stable funding to ensure the long-term solvency of the Highway Trust Fund (HTF). The agencies requested that the potential disproportionate impact of models that utilize vehicle miles traveled (VMT) on Valley rural users accessing healthcare services and employment and educational opportunities be considered during these discussions.

An additional request is that lawmakers increase prioritizing the distribution of funding through key formula programs, and to implement mandatory suballocations of these funds directly to MPOs to more swiftly deliver infrastructure projects supported by Valley communities. These include the Surface Transportation Block Grant (STBG) Program, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning Program (MPP). The MPP Program should be provided with adequate funding to support planning requirements that reflect both the evolving role of MPOs and their ability to fulfill federal mandates. The Valley supports legislative efforts intended to shift the share of federal dollars to these funding streams that are more predictable and accessible to Valley agencies than competitive programs.

The reauthorization should maintain a focus on streamlining the delivery of infrastructure projects nationwide. Legislation that supports the advances the ongoing efforts of the U.S. Department of Transportation (DOT) to simplify grant application processes and enhance access to federal funding for small and rural agencies is supported by the Valley. The Valley agencies also requested the continuation of streamlining project permitting processes,

including National Environmental Policy Act (NEPA) reviews, by requiring federal interagency coordination to be fulfilled on reasonable and established timelines that avoid delays to project schedules. Another request is the consideration of providing reciprocity between NEPA and the California Environmental Quality Act (CEQA) reviews. Lawmakers were encouraged to reconsider the utility of National Performance Management Measures implemented by DOT, which have hampered the delivery of infrastructure projects.

FISCAL IMPACT:

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

The Honorable Adam Schiff
United States Senator
112 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Alex Padilla
United States Senator
331 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Jim Costa
United States Representative
2081 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Vince Fong
United States Representative
243 Cannon House Office Building
Washington, D.C. 20515

The Honorable David Valadao
United States Representative
2465 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Tom McClintock
United States Representative
2256 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Josh Harder
United States Representative
209 Cannon House Office Building
Washington, D.C. 20515

The Honorable Jay Obernolte
United States Representative
2433 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Adam Gray
United States Representative
1230 Longworth House Office Building
Washington, D.C. 20515

May 28, 2025

Dear Members of the Central Valley Congressional Delegation,

The San Joaquin Valley Regional Policy Council represents the eight metropolitan planning organizations (MPOs) coordinating transportation planning for four million residents of the Central Valley, as well as the San Joaquin Valley Air Pollution Control District (SJVAPCD) and San Joaquin Joint Powers Authority (SJJPA). We understand that authorizing committees are accepting policy priorities from lawmakers for consideration to inform the development of the next surface transportation reauthorization. As the Executive Directors of these regional planning agencies, we wanted to provide a review of our recommendations for your consideration as Congress begins its work in earnest drafting this legislation governing the administration of federal transportation programs and the distribution of resources.

We ask that a core goal of the reauthorization be to provide adequate and stable funding to ensure the long-term solvency of the Highway Trust Fund (HTF). We understand that lawmakers are considering various revenue sources

to strengthen the Fund. Our agencies respectfully request that you consider the potential disproportionate impact of models that utilize vehicle miles traveled (VMT) on rural users accessing healthcare services and employment and educational opportunities throughout the Valley during these discussions.

Next, we request that lawmakers increase prioritize distributing funding through key formula programs, and we encourage you to implement mandatory suballocations of these funds directly to MPOs to more swiftly deliver infrastructure projects supported by our communities. These include the Surface Transportation Block Grant (STBG) Program, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning Program (MPP). The MPP Program should be provided with adequate funding to support planning requirements that reflect both the evolving role of MPOs and our ability to fulfill federal mandates. We support legislative efforts intended to shift the share of federal dollars to these funding streams that are more predictable and accessible to our agencies than competitive programs.

The Central Valley would benefit from increased funding to strengthen local roads subject to heavy-duty trucks and equipment supporting agricultural production and goods movement. We applaud Congressman Valadao, Congressman Costa, and Congressman Fong for introducing bipartisan legislation, the *Farm-to-Market Road Improvement Act*, to address the strain on local roads, and we ask lawmakers to consider the inclusion of that legislation in the reauthorization. The measure would provide for a ten percent set-aside within the Rural Surface Transportation (Rural) Grant Program to support improvements to roads in counties with an annual gross agricultural production value of at least $1 billion and agricultural production of at least $500,000 per square mile, adjusted annually for inflation.

The reauthorization should provide more robust resources for federal programs that support other critical infrastructure needs, modernizing our regional transportation system and improving air quality. We urge lawmakers to increase funding for bridge programs that are heavily oversubscribed, such as the Bridge Formula Program (BFP) and competitive Bridge Investment Program (BIP). We ask that the reauthorization preserve funding for programs designed to address air quality challenges in the region through the purchase of more efficient vehicles and innovative equipment. Congress should maintain investments for intercity passenger rail, including eligibility for high-speed rail projects that are effectively managed.

Finally, we ask that the reauthorization maintains a focus on streamlining the delivery of infrastructure projects nationwide. We would support legislation that advances the ongoing efforts of the U.S. Department of Transportation (DOT) to simplify grant application processes and enhance access to federal funding for small and rural agencies. Our agencies ask you to continue streamlining project permitting processes, including *National Environmental Policy Act (NEPA)* reviews, by requiring federal interagency coordination to be fulfilled on reasonable and established timelines that avoid delays to project schedules. Please consider providing reciprocity between NEPA and the *California Environmental Quality Act (CEQA)* reviews. We also encourage lawmakers to reconsider the utility of National Performance Management Measures implemented by DOT, which have hampered the delivery of our infrastructure projects.

The San Joaquin Valley Regional Policy Council is grateful for your continued leadership. We applaud your legislative efforts to invest in our region's infrastructure, strengthen our goods movement, support economic development, and help provide opportunity for our constituents. Please let us know how we can best support your efforts as Congress considers this legislation. We appreciate your consideration of these requests.

Sincerely,

Robert Phipps, Chair
Fresno Council of Governments

Stacie Guzman, Vice Chair
Merced County Association of Governments

Ahron Hakimi
Kern Council of Governments

Terri King
Kings County Association of Governments

Patricia Taylor
Madera County Transportation Commission

Diane Nguyen
San Joaquin Council of Governments

Rosa De León Park
Stanislaus Council of Governments

Ted Smalley
Tulare County Association of Governments

Samir Sheikh
San Joaquin Valley Air Pollution Control District

Stacey Mortensen
San Joaquin Joint Powers Authority

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Outlook: FY 2025-26 State Budget, and Legislative Bill Matrix

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum which includes the following:

1. State Legislative Update – Enacted FY 2025-26 State Budget
    - Protects MCTC's remaining share of over $10 million of the $18.8 million allotted under SB 125
    - Cap and Trade Extension
    - Gas Tax Successor Source Conversation

2. MCTC Bill Matrix
   Included in your package is a list of the latest MCTC bill matrix. There are 17 bills that staff are currently monitoring.

FISCAL IMPACT:

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

July 7, 2025

TO: Board Members, Madera County Transportation Commission

FROM: Gus Khouri, President
Mitch Weiss, Legislative Advocate
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – JUNE

General Update

The legislature recently voted on legislation before the floor of each house to meet the house of origin deadline of June 6. Policy committees will meet through July 18 to consider bills from the other house. On June 27, Governor Newsom signed SB 101 (Wiener), Chapter 4, Statutes of 2025, the FY 2025-26 State Budget Bill. The Assembly and Senate rejected Governor Newsom's May Revise proposal to eliminate nearly $1.1 billion in funding for public transportation, so that is not included in the package to close the $12 billion shortfall. The legislature agreed to utilize $1 billion from the Greenhouse Gas Reduction Fund ($500 million over two fiscal years) to offset General Fund obligations and provide resources to Cal Fire for wildfire prevention activities.

This budget deal protects MCTC's remaining share of over $10 million of the $18.8 million that is allotted under SB 125, Chapter 54, Statutes of 2023. With respect to the Cal-Fire programming, utilizing some of the GGRF funds could factor into a Cap-and-Trade extension, as there is less capacity, at least in the short term, to augment programs such as TIRCP and the Low Carbon Transit Operations Program, which provide public transportation with additional capital and operations dollars.

Cap and Trade Extension

The Cap-and-Trade Program, established by SB 862 in 2014, is a crucial component of California's strategy to reduce greenhouse gas (GHG) emissions to 1990 levels. The program establishes a declining limit on GHG emissions sources throughout California, covering approximately 80 percent of the State's GHG emissions. The California Air Resources Board (CARB) creates allowances equal to permissible emissions (i.e., the "cap"). One allowance equals one metric ton of carbon dioxide equivalent emissions (using the 100-year global warming potential model). Each year, fewer allowances are created, and the annual cap declines. An increasing annual auction reserve (or floor) price for allowances, combined with a reduction in yearly allowances, creates a steady and sustained carbon price signal to prompt action to reduce GHG emissions. All covered entities in the Cap-and-Trade Program are subject to existing air

quality permit limits for criteria and toxic air pollutants. Proceeds are deposited into the Greenhouse Gas Emission Reduction Fund (GGRF). The program is set to expire in 2030 without an extension. The impetus for Cap and Trade was to create a dedicated source of funding for high-speed rail. The program's extension revolves around how much of the pie high-speed rail will continue to receive—a fixed percentage or a line item.

Over the past three years, individual quarterly auctions have generated an average of $1.1 billion in revenue, with annual amounts averaging $4.4 billion. Under current law, most funds are allocated to specific programs, such as high-speed rail (25%), affordable housing and community development (20%), the transit and intercity rail capital program (TIRCP) (10%), and Low Carbon and Transit Operations Program (LCTOP) (5%), and off-the-top line items for specific programs detailed in the chart below. The remaining revenue, roughly 40% ($1.76 billion), is available for appropriation by the Legislature for discretionary spending programs and to cover state administrative costs through the annual budget process.

Given the commitments to backfill the General Fund, including the additional $1 billion in Cal-Fire funding that the GGRF must absorb over the next few years, there will be little discretionary funding available to augment programs such as the Low Carbon Transit Operations Program or the Transit and Intercity Rail capital Program, at least in the short-term. GGRF capacity is limited through FY 27-28, barring another raid. There is some discussion that just extending the current program may result in higher-than-expected revenues for the first four to five years. Given the uncertainty of federal funding for high-speed rail, an increase over the $1 billion line item may be requested, which would reduce the available funds. Last month's auction proceeds were down, which creates cost pressures for continuously appropriated programs. Nothing will move until the high-speed rail item is resolved.

Gas Tax Successor Source Conversation

Senate Bill 1121 (Gonzalez, Chapter 508, Statutes of 2022) requires the California Transportation Commission (CTC) to prepare a needs assessment to quantify the costs of operating, maintaining, and expanding the state and local multimodal transportation system over the next 10 years. This needs assessment, consistent with the California Transportation Plan, considers climate resiliency needs, forecasts expected federal, state, and local agency revenues, quantifies revenue shortfalls, and provides recommendations on how to address these shortfalls. The CTC issued a draft policy report in February of this year, which utilized information gathered from the Interim State and Local Transportation System Needs Assessment Report submitted in 2024. The Full State and Local Transportation System Needs Assessment Report is due in 2025 and is scheduled to be updated every 5 years thereafter. The needs assessment must include improvement costs from the California State Rail Plan, the State Highway System Management Plan, and the Regional Transportation Plans; address climate change impacts to provide system resiliency; utilize existing reports or analyses for the needs assessment; and involve consultation with stakeholders.

Based on the unconstrained needs identified in each regional transportation plan, the results from a 2024 extended fiscal needs survey, and an assessment of transit and rail systems, climate adaptation, and tribal transportation needs, the total transportation funding needs over the next 10 years, they are estimated to be approximately $757.5 billion. With a projected revenue stream of $572 billion (state, local, federal), the CTC estimated a $216.4 billion funding gap over ten years.

The state gas tax is the primary focus of the needs assessment. According to the Department of Finance, the Governor's FY 2024-25 State Budget estimates that 59.6 cents will generate $7,851,320,000. In

December of 2023, the Legislative Analyst's Office (LAO) released a report stating that the state's gas tax revenues are projected to drop by $6 billion over the next decade. Those declines in tax dollars will be partially offset by the state's road improvement fee, which drivers pay when they register their electric cars. However, the LAO emphasized that, overall, the state will still experience a $4.4 billion funding drop, representing a 31% decline over a decade. Therefore, the Legislature and the governor must devise substantial new funding sources. The CTC's policy recommendations, some of which are questionable, are detailed below.

Scenario 1: Do nothing – Maintain existing revenue mechanism structures

This scenario includes maintaining the existing revenue mechanism structures. The current sources of revenue collection would remain unchanged. This approach is not recommended because it is not sustainable and fails to support the first principles. That is, doing nothing would hinder the state from further achieving critical goals for safety, sustainability, equity, and economic development.
This is clearly not an option. The reason the state is in this predicament is that, aside from bonds such as Proposition 1B in 2006, the state did not invest in transportation and, at a minimum, did not index gas tax revenues between 1994 and 2017 to keep up with inflation. It severely compromised the purchasing power of gas tax revenues and has not kept up with the increase in construction costs. According to the Bureau of Transportation Statistics, construction costs alone could reduce funding allocated to the Infrastructure Investment and Jobs Act (IIJA) by 40% (2022 to 2026) nationwide. A Needs Assessment published by the California State Association of Counties and the League of Cities, among others, states that construction costs have increased by 32% since the COVID-19 pandemic.

Scenario 2: Increase existing funding mechanisms

In this scenario, several existing revenue mechanisms were identified that could be increased. The first and immediate assumption was to increase the existing state fuel excise tax. A second assumption was to increase the transportation improvement and road improvement fees. The latter two fees are paid with vehicle registration but are distinct from the base vehicle registration fee. The perceived benefit of the scenario is that increasing these fees, from a technical standpoint, may facilitate more straightforward implementation due to the existing revenue collection structure. The fuel tax would continue to be collected through the California Department of Tax and Fee Administration. The CTC expresses concerns that since these fees are either flat or tied to the vehicle's value rather than the miles driven, this raises concerns about fairness and equity. That is, the amount paid for a registration fee is not related to how much one uses the roadway system, which generates costs for road maintenance and repairs.

Scenario 2 questions whether the vehicle registration fee is fair and equitable, but it is the fairest and most equitable solution because it is based on the valuation of a vehicle, which is emblematic of a person's ability to pay. The current vehicle registration fee and road improvement fee are also indexed annually.

Disadvantaged communities often have lower-valued vehicles and must travel longer distances to get to school, work, or seek medical attention, which seems unfair compared to those who can afford to live in developments or housing near amenities. Density is a significant issue along the Coast, Eastern Sierra, Inland Empire, San Joaquin Valley, and Super North regions (encompassing at least 40 counties).

The vehicle registration fee is agnostic to fuel source, fuel economy, and travel patterns, protecting privacy and providing a stable, predictable, and growing source of funding. Even with indexing, as cars depreciate, car owners would pay less. It is possible to convert entirely to a vehicle registration fee,

while eliminating the state gas tax (currently 59.6 cents), and reducing the Road Improvement Fee (RIF), which is the fee collected on electric vehicles. Car owners can save between 77% and nearly 87% by fully converting to a VRF versus the current VRF and gas tax. California has over 32 million registered vehicles (32,088,801), and electric vehicles make up only 1,080,390, or less than 3.4% of all registered vehicles. In 2024, the New Car Dealers Association reported, as cited in a Los Angeles Times article, that 1.75 million vehicles (cars and trucks) were sold statewide, with 387,368 of those being electric vehicles, roughly one in every four vehicles sold. Even when considering Governor Newsom's Executive Order (N-79-20), which requires that all cars in the state be electric vehicles, it would take over 18 years to fully convert to an all-electric vehicle fleet, and this is before considering the removal of federal rebates and incentives for electric vehicles, which could further stagnate conversion.

Scenario 3: Phased-in Road Charge

A road charge is a fee based on the number of miles traveled, regardless of vehicle fuel source. The CTC states that studies suggest a road charge is considered a fairer revenue mechanism than fuel taxes because drivers pay based on the amount they use the road, rather than how much gasoline or diesel fuel they consume, which is especially important considering zero-emission vehicles do not consume traditional fuels. Furthermore, the CTC asserts that a road charge is regarded as a sustainable revenue source that will not diminish as drivers shift to zero-emission vehicles.

Scenario 3 includes maintaining the state fuel excise tax, applying a road charge initially to zero-emission passenger vehicles (which do not pay fuel taxes), and fully transitioning all vehicles (passenger, medium-duty, and heavy-duty) to a road charge by 2035 when the fuel tax, under this scenario, would be eliminated for all vehicles.

The CTC asserts that the benefits of a phased-in approach include maintaining the existing revenue system (i.e., the state excise fuel tax) while applying a more equitable revenue mechanism to zero-emission vehicles first, and then phasing in a road charge, regardless of vehicle type, over time. Under this scenario, the road charge would replace the state fuel excise tax and would supersede the road improvement fee currently paid by zero-emission vehicles. Initial challenges with this scenario include the traveling public's unfamiliarity, implementation, and associated administrative costs.

Scenario 4: Fully implemented Road Charge

This scenario replaces the state fuel excise tax with a road charge with no transition period. Like Scenario 3, this scenario is linked to road usage regardless of the vehicle type and addresses and stabilizes the existing transportation revenue. The CTC contends that another potential benefit of fully implementing a road charge is the ability to collect revenue from all vehicles, as opposed to a phased-in approach. Some initial challenges with Scenario 4 include the traveling public's unfamiliarity, implementation, and associated administrative costs. The challenges would be heightened compared to Scenario 3 because there would be no transition period.

In 2014, the Legislature initiated a pilot program (SB 1077) to study a road charge model as an alternative to the gas tax. The legislation requires the Road User Task Force to consider options as specified in Vehicle Code Section 3090 (e). However, further work is needed to recommend an appropriate charge rate due to the limited number of participants from rural and low-income areas, as well as the truncated timeline. Issues include protecting privacy relating to data collection, enforcement, and compliance. A recent pilot program assessed a 2.5-cent-per-mile charge on each driver, although it is believed that 2.8 cents is a necessary assessment to account for inflation by the time legislation is enacted.

Full VRF Conversion is A Viable Solution

On average, each registered driver pays about $292 or $261 per registered vehicle in gas tax annually. Each registered driver in Madera County would pay an average of $375-$440 for a 2.5-cent-per-mile road user charge, or $420-$493 at 2.8 cents per mile (both more than the current state gas tax), and still have to pay the current registrations fee ranging between $32 to $227 per vehicle, plus a road improvement fee (RIF) for electric vehicles of $118.

If the legislature were to consider a complete conversion to a VRF, ranging from $285 to $550, which includes a reduced RIF of $4 assessed on all vehicles to keep the revenue, over 97% of Madera County residents would save money compared to a road user charge per driver and the current VRF and RIF fees. A modified VRF would enable 100% of all city residents in Chowchilla and Madera to save money compared to a road user charge. The legislature will continue to conduct information hearings to discuss options.

MCTC Bill Matrix – July 2025			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 39 (Zbur) **General Plans: Local Electrification Planning Act**	7/3/25 Senate Utilities and Commerce	This bill, the Local Electrification Planning Act, would require each local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the subsequent adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	**Watch**
AB 259 (Rubio) **Open meetings: local agencies: teleconferences**	7/3/25 Senate Local Government	This bill would extend the January 1, 2026 sunset under the Brown Act for local agencies to use teleconferencing as an option for participation until January 1, 2030, thus extending the current practice of hybrid meetings indefinitely.	**Support**
AB 289 (Haney) **State highway work zone speed safety program**	7/9/25 Senate Judiciary	This bill would authorize Caltrans to establish a speed safety system pilot program for automated speed enforcement in up to 75 state highway construction or maintenance areas. The bill would require Caltrans to consult with the California Highway Patrol and other relevant stakeholders in developing the guidelines.	**Support**
AB 314 (Arambula) **CEQA: major transit stop**	5/23/25 Assembly Appropriations Held in Committee	This bill makes transit capital projects and transit-oriented development projects aimed at building infrastructure, increasing pedestrian access, or similar purposes near planned high-speed rail stations that meet specified criteria eligible for funding under the Affordable Housing and Sustainable Communities (AHSC) program. It also deems these projects as receiving credit for reducing greenhouse gas emissions due to proximity to high-speed rail service, irrespective of when the planned high-speed rail station is operational.	**Support**
AB 377 (Tangipa) **High-Speed Rail Authority: business plan**	7/8/25 Assembly Floor	This bill would require the High-Speed Rail Authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	**Watch**

MCTC Bill Matrix – July 2025			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 609 (Wicks) **California Environmental Quality Act: exemption: housing development projects**	5/6/25 Senate Rules Two-year bill	This bill would provide a California Environmental Quality Act (CEQA) exemption for housing development projects on sites up to 20 acres, which meets specified criteria included that the site is located within an incorporated municipality or an urban area (as defined by the US Census Bureau), and the site has previously been developed with an urban use or at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. The bill also provides ventilation requirements for housing that is within 500 feet of a freeway. Elements of this bill were included in AB 130/SB 131.	**Watch**
AB 891 (Zbur) **Transportation: Quick-Build Project Pilot Program**	7/8/25 Senate Transportation	This bill would establish the Quick-Build Project Pilot Program to expedite development and implementation of low-cost improvements on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build improvements statewide related to the installation of signage, lane markings, and other low-cost measures to improve the safety of bicycle and pedestrian facilities on the state highway system.	**Support**
AB 954 (Bennett) **STIP: bicycle highway pilot program**	7/8/25 Senate Transportation	This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the Interregional transportation strategic plan.	**Watch**

MCTC Bill Matrix – July 2025			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1014 (Rogers) **Traffic safety: speed limits**	7/8/25 Senate Floor	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to similarly lower or keep speed limits under specific circumstances and introduces additional criteria for defining "safety corridor." It permits further reductions of 5 miles per hour for safety concerns, such as safe pedestrian crossings. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue warning citations for the first 30 days of a new lower speed limit.	**Watch**
AB 1244 (Wicks) **California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program**	7/2/25 Senate Housing Two-year bill	This bill allows a development project that is required to mitigate transportation impacts to elect to contribute an amount, at a price per vehicle miles travelled (VMT) determined by the Office of Land Use and Climate Innovation (LCI), to the Transit Oriented Development (TOD) Implementation fund for allocation to a local infill housing development. Elements of this bill were included in AB 130/SB 131.	**Watch**
AB 1275 (Elhawary) **Regional housing needs: regional transportation plan**	7/2/25 Senate Appropriations	This bill would require the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region with a council of government (COG) three years prior to the region's housing element update, instead of two years under existing law, and makes changes to how the transportation and job projections in a region's sustainable communities strategy (SCS) must be incorporated into each COG's final regional housing needs allocation (RHNA) plan.	**Watch**

MCTC Bill Matrix – July 2025			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 71 (Wiener) **California Environmental Quality Act: exemptions: transit projects**	7/3/25 Assembly Natural Resources	This bill would remove the January 1, 2030 sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects; retain a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low-NOx technology; and expand the existing exemption to include changes to plans redesigning transit networks and for projects for micro transit, paratransit, shuttles, and ferries.	**Support**
SB 79 (Wiener) **Local government land: public transit use: housing development: transit-oriented development**	7/3/25 Assembly Local Government	This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, especially train stations. This bill requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio. The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on. Currently, zero-emission trains have a CEQA exemption.	**Watch**
SB 239 (Arreguín) **Open meetings: teleconferencing: subsidiary body**	5/8/25 Senate Floor Two-year bill	This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serves exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology. The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body. The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions	**Support**

MCTC Bill Matrix – July 2025			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 445 (Wiener) **Transportation: planning: complete streets facilities: sustainable transportation projects**	7/8/2025 Assembly Transportation	This bill would require Caltrans to develop and adopt project intake, evaluation, and encroachment review process for complete streets. The bill would state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	**Watch**
SB 512 (Perez) **District elections: initiatives**	7/9/2025 Assembly Elections	This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and accountability standards applicable to a tax imposed by an ordinance enacted by the governing body.	**Watch**
SB 545 (Cortese) **High-Speed Rail: economic opportunities**	7/8/25 Assembly Local Government	This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.	**Support**

MCTC Bill Matrix – July 2025			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 707 (Durazo) **Open meetings: meeting and teleconference requirements**	7/8/25 Assembly Local Government	This bill would make numerous changes to the Brown Act, including the following: This bill would revise the definition of a legislative body and would specify that bodies with certain subject matter jurisdiction, including budgets, and some advisory are legislative bodies. This bill would also include as a "meeting" any conversation between members of a legislative body regarding, among other things, the compensation of a local agency executive, and the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee This bill would also require the agenda to be provided in all languages spoken jointly by 20% or more of the population in the county in which the local agency is located that, among other things, speaks English less than "very well," as specified, and except as provided. This bill would require a body, when report an action taken in closed session to also include an estimate of the fiscal impact of the action taken. The bill would also prohibit a legislative body of a local agency from calling a special meeting regarding the evaluation of performance, discipline, or dismissal of a local agency executive, or a member of the legislative body. The bill would prohibit a legislative body from, among other things, considering the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee, at a special meeting, unless the item is properly before the legislative body, as specified, and certain criteria are met, including that at least 4 /5 of the legislative body vote at the start of the meeting to proceed with the meeting.	**Watch**
SB 752 (Richardson) **Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses**	5/23/25 Senate Appropriations Held in Committee	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	**Support**

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 5-B

PREPARED BY: Evelyn Espinosa

SUBJECT:

Public Hearing: Draft 2018 Madera Active Transportation Plan (ATP) Amendment No. 1

Enclosure: Yes

Action: Conduct public hearing and receive testimony for the Draft 2018 Madera Active Transportation Plan Amendment No. 1

SUMMARY:

The Madera County Transportation Commission (MCTC) adopted the 2018 Madera County Active Transportation Plan, Complete Streets Policy, and Negative Declaration on May 23, 2018. MCTC has worked to update outdated demographic information, graphics, links, and added a list of completed projects for this update to the document. There were no updates to the project list produced for the 2018 adopted document. Below is a summary list of these changes:

- Demographic information was updated to reflect the most current American Community Survey (ACS) information available, including population and means of commute.
- County of Madera Health and Active Transportation infographic snapshot.
- Information from the Statewide Integrated Traffic Records System (SWITRS) was used to update the following:
    - Crash information data.
    - Heat maps that reflect the crash information were updated.
    - The table for pedestrian and bicycle collision by intersection was updated.
- Local agencies provided a list of finished projects in the years after the 2018 Madera County ATP was adopted. This information, in the form of an additional table and a short paragraph, was added after the original project list.

Attached is a comprehensive list of all the changes in the document. The Draft document can be accessed through our website.

FISCAL IMPACT:

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

ATTACHMENT 1: Comprehensive Changes List to the 2018 MCTC ATP

General Notes

- *All data from the American Community Survey was updated from the 2011-2015 period to 2018-2022 period throughout the document.*
- *Population data was updated from the 2010 census to the 2020 census accordingly.*
- *Fehr & Peers logo was removed from the document.*

SECTIONS

1. Introduction

Plan Overview

Original

The Madera ATP envisions a comprehensive bicycle and pedestrian network across Madera County.

Changes

The 2018 Madera Active Transportation Plan Amendment No. 1 provides new demographic data and an updated project list with accomplishments to the Madera ATP, adopted in May 2018. The Madera ATP envisions a comprehensive bicycle and pedestrian network across Madera County.

2. Existing Conditions

About Madera County

Original

The American Community Survey (2011-2015)

Changes

The American Community Survey (2018-2022)

Table 1 data changes

- Census 2010 to 2020.
- ACS 2015 to ACS 2022 (5-year estimates)

Demographics of Walking and Biking

Original

Madera County features a diverse population with varying access to transportation options. In Madera County, the two major languages spoken at home are English (58.5% of households) and Spanish (37.7%). For all languages spoken at home, 9.4% of households have a limited English proficiency. Madera County has a significant Hispanic/Latino population, with 44.3% of the population Hispanic or Latino, 46.6% White (not Hispanic or Latino), 3.8% Black or African-American, 1.4% American Indian or Alaska Native, 1.2% Asian, 0.1% Native Hawaiian, 0.2% some other race, and 2.3% two or more races. In terms of age, in 2015, 27.9% of the county population was under 18 years old, 59.6% between 18 to 65, and 12.5% 65 years of age or older. While approximately 3.5% of the population in California does not have access to a motor vehicle, a higher number of residents at 6.6% of the population of Madera County do not own a car. Only 0.4% of the working population over 16 years old bikes to work. Error! Reference source not found. below shows the means of commute in Madera County.

Changes

Madera County features a diverse population with varying access to transportation options. In Madera County, the two major languages spoken at home are English (54.4% of households) and Spanish (42.5%). For all languages spoken at home, 12.6% of households have a limited English proficiency. Madera County has a significant Hispanic/Latino population, with 60.8% of the population Hispanic or Latino, 30.1% White (not Hispanic or Latino), 2.3% Black or African-American, 0.3% American Indian or Alaska Native, 2.6% Asian, 0.5% Native Hawaiian, 0.6% some other race, and 2.1% two or more races. In terms of age, in 2022, 27.2% of the county population was under 18 years old, 57.8 between 18 to 65, and 15% 65 years of age or older. While approximately 3.4% of the population in California does not have access to a motor vehicle, a lower number of residents at 1.8% of the population of Madera County do not own a car. Only 0.4% of the working population over 16 years old bikes to work. Error! Reference source not found. below shows the means of commute in Madera County.

Table 2 data changes

- ACS 2015 to ACS 2022 (5-year estimates)

Bicycle and Pedestrian Crash Data

Original

Bicycle collision data is reported from the California Highway Patrol (Statewide Integrated Traffic Records System [SWITRS] Bicycle Collision Data) and data from the past seven years (2006 – 2013) was analyzed to reveal trends and patterns regarding bicyclist safety. The analysis shows high concentrations of collisions and fatalities within the downtown and midtown areas of both the City of Chowchilla and the City of Madera, as well as along many of the major arterials in neighborhoods surrounding urban cores. Between 2006 and 2013, 147 reported vehicle-bicyclist collisions occurred within Madera County. Of these collisions, six were fatal and 14 were classified as severe injuries. Data regarding the cause, type, and severity of vehicle-bicycle collisions in Madera County is limited and incomplete. A large proportion of collisions are

uncategorized by type and cause, and data often falls short of capturing the nuance of how collisions occurred. Between 2006 and 2013, 247 vehicle-pedestrian collisions occurred within Madera County. Of these collisions, 32 were fatal and 37 involved severe injuries. Pedestrian-involved collisions accounted for approximately five percent of all traffic collisions. The City of Madera is overrepresented within the county in terms of vehicle-pedestrian collisions. Despite being signalized with pedestrian call buttons and having adequate sidewalks and curbs, the intersection of D Street and Yosemite Avenue in the City of Madera still ranks first for most pedestrian collisions. The intersection of 6th Street and Lake Street in the City of Madera is the second highest-ranked intersection, tied with Gateway Drive and Madera Avenue connecting the off-ramps from SR 99 to downtown Madera. Error! Reference source not found. summarizes the highest occurrences of pedestrian and bicycle collisions by intersection. Error! Reference source not found. and Error! Reference source not found. on the following pages detail bicycle and pedestrian collision densities in a heatmap format, respectively.

Changes

Bicycle collision data is reported from the California Highway Patrol (Statewide Integrated Traffic Records System [SWITRS] Bicycle Collision Data) and data from the past seven years (2014 – 2021) was analyzed to reveal trends and patterns regarding bicyclist safety. The analysis shows high concentrations of collisions and fatalities within the downtown and midtown areas of both the City of Chowchilla and the City of Madera, as well as along many of the major arterials in neighborhoods surrounding urban cores. Between 2014 and 2021, 122 reported vehicle-bicyclist collisions occurred within Madera County. Of these collisions, three were fatal and 19 were classified as severe injuries. Data regarding the type of crash shows that the majority of the crashes, 79, (63.2%) of the crashes were broadside, followed by 15 (12%) sideswipe crashes. The primary crash factor violation indicates that the three largest violation categories were automobile right away 34, (27.42%), wrong side of the road (30, 24.19%), and improper turning (20, 16.13%). Between 2014 and 2021, 217 vehicle-pedestrian collisions occurred within Madera County. Of these collisions, 33 were fatal and 43 involved severe injuries. Pedestrian-involved collisions accounted for approximately 3.79 percent of all traffic collisions. The City of Madera is overrepresented within the county in terms of vehicle-pedestrian collisions. Despite being signalized with pedestrian call buttons and having adequate sidewalks and curbs, the intersection of D Street and Yosemite Avenue in the City of Madera tied with the intersection of 15th & Roberston Boulevard in the City of Chowchilla ranking for most pedestrian collisions. The intersection of 6th Street and Lake Street in the City of Madera is the second highest-ranked intersection, tied with Gateway Drive and Madera Avenue connecting the off-ramps from SR 99 to downtown Madera. Error! Reference source not found. summarizes the highest occurrences of pedestrian and bicycle collisions by intersection. Error! Reference source not found. and Error! Reference source not found. on the following pages detail bicycle and pedestrian collision densities in a heatmap format, respectively.

Table 3 data changes

- Data was updated and now is 2014-2022

Figure 3 and 4 changes

- GIS files were downloaded and the maps updated accordingly.

Health and Active Transportation Snapshot

Original

As outlined by the 2017 ATP Guidelines, active transportation plans should extend to and serve disadvantaged and underserved communities. To reflect this, the ATP considers the burden to which populations across Madera County are affected by public health concerns. In comparison to the rest of California, residents of Madera County are more likely to be obese, have limited access to exercise opportunities, and be physically inactive. Figure 5 summarizes findings related to public health in Madera County.

Changes

As outlined by the ATP Guidelines, active transportation plans should extend to and serve disadvantaged and underserved communities. The California Transportation Plan and each District California Active Transportation Plan (CAT) also prioritize these goals. To reflect this, the ATP considers the burden to which populations across Madera County are affected by public health concerns. In comparison to the rest of California, residents of Madera County are more likely to be obese, have limited access to exercise opportunities, and be physically inactive. Figure **5** summarizes findings related to public health in Madera County.

Figure 5 data changes

The infographic was replaced with a new one that included updated data. Below are the data sources:

- County Health Rankings and Roadmaps
- ACS 2015 to ACS 2022 (5-year estimates)
- California Highway Patrol (Statewide Integrated Traffic Records System [SWITRS] Bicycle Collision Data) and data from the past seven years (2014 – 2021)

Regional Regulatory Framework

Original

Pedestrian Improvements

The 2014 RTP recommends several strategies that will collectively improve conditions for existing pedestrians and cyclists. In general, all new roadway projects and all reconstruction projects should be constructed to provide increased safety and mobility for all users, including people who walk and bicycle. In addition, local agencies have identified general streetscape projects within their jurisdictions to promote walkability within activity centers, especially in downtown areas and along major

Changes

Pedestrian Improvements

The 2022 RTP recommends several strategies that will collectively improve conditions for existing pedestrians and cyclists. In general, all new roadway projects and all reconstruction

projects should be constructed to provide increased safety and mobility for all users, including people who walk and bicycle. In addition, local agencies have identified general streetscape projects within their jurisdictions to promote walkability within activity centers, especially in downtown areas and along major corridors.

Original

Information about the 2018 ATP was added to this section.

Changes

Madera Active Transportation Plan

The Madera Active Transportation Plan (ATP) adopted in 2018, envisioned a comprehensive bicycle and pedestrian network across Madera County. The ATP supports the region's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement (FTIP) by providing a long-range vision for the bicycle and pedestrian network across the county. It also supports the local planning processes by providing a vision and guidance for the creation of active transportation facilities across the county.

3. Public Engagement & Stakeholder Outreach

Active Transportation Plan Webpage

Original

The planning team designed an Active Transportation Plan webpage (http://www.maderactc.org/planning/active-transportation/) that was housed on the MCTC website. The webpage provided an overview of the ATP planning effort as well as access to project materials including the interactive online mapping tool and online stakeholder survey. Website information was included on the handout materials allowing for stakeholders and the public to easily find additional information.

Changes

The planning team designed an Active Transportation Plan webpage that was housed on the MCTC website. The webpage provided an overview of the ATP planning effort as well as access to project materials including the interactive online mapping tool and online stakeholder survey. Website information was included on the handout materials allowing for stakeholders and the public to easily find additional information.

4. Vision and Goals

No changes

5. City of Madera Active Transportation Network

Table Changes

- Table 6 became Table 6A
- Table 6 (6A) content remained the same.

- Table 6B was added with the following information:

TABLE 6B: CITY OF MADERA COMPLETED BICYCLE PROJECTS

Corridor Name	Extent	Existing Facilities	Funding Source	Implementation	Cost	Description
Roosevelt Ave	Olive Ave to Sunrise Ave	Class II.A Bike Lanes	ATP	2,577	$404,000	ATP: The Active Transportation Program (ATP) is a combination of various transportation programs which focuses on funding active transportation projects across the state to benefit both urban and rural areas. The City of Madera was awarded a project in the Statewide component of ATP Cycle 7 Statewide and Small Urban and Rural component. The total awarded project cost is 7,756,000 with a local match from the City of Madera. The project was awarded at the December 2024 CTC meeting.
C Street	Roosevelt Ave to E 9th St	Class II.A Bike Lanes	ATP	2,984		
D Street	Olive Ave to E 9th St	Class II.A Bike Lanes	ATP	2,754		
E 14 Street	Roosevelt Ave to S D St	Class II.A Bike Lanes	ATP	868		
Ellis Street	N Lake St to Chapin St	Class II.A Bike Lanes	ATP	4,250		
E 5th Street	N C St to Flume St	Class II.A Bike Lanes	AHSC	1,601	$150,000	AHSC: The Affordable Housing and Sustainable Communities (AHSC) program provides grants to projects that seek to integrate low-carbon transportation and affordable housing. The City of Madera was awarded $3,672,000 in funds to improve City of
N B Street	E 6th St to Central Ave	Class II.A Bike Lanes	AHSC	1,989		
N Lake Street	E 5th St to E 4th St	Class II.A Bike Lanes	AHSC	441		
E 6th Street	N Lake St to Vineyard Ave	Class II.A Bike Lanes	AHSC	509		

TABLE 6B: CITY OF MADERA COMPLETED BICYCLE PROJECTS

Corridor Name	Extent	Existing Facilities	Funding Source	Implementation	Cost	Description
E 3rd Street	N E St to N B St	Class II.A Bike Lanes	AHSC	1,185		Madera Transit and Streets. The project was awarded in 2021.
E 1st Street	N E St to D St	Class II.A Bike Lanes	AHSC	385		
D Street	E 3rd St to E Cleveland Ave	Class II.A Bike Lanes	AHSC	3,512		
Total City of Madera Proposed Bikeway Project List Cost					**$554,000**	

6. City of Chowchilla Active Transportation Network

No changes.

7. Unincorporated Madera County Active Transportation Network

Original

Many of the foothill communities located in the eastern portion of Madera County came about during the California Gold Rush. The unincorporated foothill communities today serve as popular tourist destinations for lodging and outdoor recreation at nearby national parks. Many aging Baby Boomers seeking quiet and scenic second-home locations have also been moving into these rural areas. The 2010 Census total population for each community is ranked accordingly: Yosemite Lakes (4,952), Oakhurst (2,829), Coarsegold (1,840), Raymond (1,035), and Bass Lake (527). Other communities include Ahwahnee and North Fork.

Changes

Many of the foothill communities located in the eastern portion of Madera County came about during the California Gold Rush. The unincorporated foothill communities today serve as popular tourist destinations for lodging and outdoor recreation at nearby national parks. Many aging Baby Boomers seeking quiet and scenic second-home locations have also been moving into these rural areas. The 2020 Census total population for each community is ranked accordingly: Yosemite Lakes (5,022), Oakhurst (5,945), Coarsegold (4,144), Raymond (1,050), and Bass Lake (575). Other communities include Ahwahnee (2,296) and North Fork (3,250).

Original

After Table 14 next section starts.

Changes

After Table 14, the following was included as an update:

River Parkway Road is a recent pedestrian and bike facility constructed in Oakhurst. This project is not currently in the ATP route plan. Additionally, a portion of Road 200 has a Class III.A bike facility.

8. Educational Program and Safe Routes to School

Enforcement Programs

Original

1. **Consider coordinating with the Police/Sherriff Departments** to seek funding to train all officers in walking and bicycling safety issues, and enforcement principles on rules of the road. For example, the Madison, Wisconsin Department of Transportation has developed a DVD in

collaboration with the Madison Police Department to train traffic officers in pedestrian and bicycle issues (for more information see http://www.pedbikeinfo.org/cms/downloads/EDU.PedestrianSafetyEnforcementDVDs.pdf. The Bicycle Transportation Alliance in Portland, Oregon also offers Pedestrian Safety Enforcement Training (for more information see https://btaoregon.org/pedestrian-safety/.

3. **Consider education programs targeted at seniors who walk and drive**. For example, Walk Wise, Drive Smart is a program aimed at improving the pedestrian environment not only for the growing number of senior citizen pedestrians, but for all residents and visitors. It is a community program that holds educational workshops, walking audits, and feedback surveys. Activities are aimed at senior citizens, providing exercise at a pace and location comfortable to the participants, but open to all. For more information, see http://www.walk-wise.org/ and http://www.pedbikeinfo.org/cms/downloads/OTH.WalkWise,DriveSmart.pdf.

Changes

1. **Consider coordinating with the Police/Sherriff Departments** to seek funding to train all officers in walking and bicycling safety issues, and enforcement principles on rules of the road. For example, the Madison, Wisconsin Department of Transportation has developed a DVD in collaboration with the Madison Police Department to train traffic officers in pedestrian and bicycle issues. The Bicycle Transportation Alliance in Portland, now The Street Trust, Oregon also offers programs to help street users of every age and mode engage with safe active transportation (for more information see their website.

3. **Consider education programs targeted at seniors who walk and drive**. For example, Walk Wise, Drive Smart is a program aimed at improving the pedestrian environment not only for the growing number of senior citizen pedestrians, but for all residents and visitors. It is a community program that holds educational workshops, walking audits, and feedback surveys. Activities are aimed at senior citizens, providing exercise at a pace and location comfortable to the participants, but open to all.

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 5-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

MCTC's Interactive Project Mapping Tool

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

MCTC staff has developed a new Geographic Information System (GIS) Interactive Mapping Tool designed to allow users to explore transportation projects in Madera County. This tool, which is initially focused on projects listed in the 2025 Federal Transportation Improvement Program (FTIP), is intended to provide a user-friendly way for the public to visualize and explore the location and details of ongoing and upcoming transportation projects in our region.

This tool is a mechanism for MCTC to expand how it provides information to the public, enhancing transparency and engagement. As part of its ongoing commitment to better outreach, the tool is built to be dynamic, interactive, and adaptable. In the future, it will be able to incorporate additional data layers, such as projects funded by Measure T, projects in the Regional Transportation Plan (RTP), and other key transportation projects.

To access the interactive project mapping tool, click here.

FISCAL IMPACT:

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

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 5-D

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

2026 Regional Transportation Plan/ Sustainable Communities Strategy Development Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

As the region's Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA), the Madera County Transportation Commission (MCTC) develops and implements the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)—a 20-year planning document that guides transportation policy, strategies, and funding in the Madera region. Updated every four years, the RTP/SCS is developed by MCTC with consultant support for technical analysis and public outreach.

The RTP/SCS addresses future population growth, housing needs, and regional goals related to the economy, environment, and public health. It promotes the integration of transportation and land use to support fiscally and environmentally responsible growth. The plan also aligns with California's goals to reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). State and federal regulations require regions to adopt an RTP/SCS for transportation projects to qualify for funding. The RTP/SCS must be fiscally constrained, consistent with the Federal Transportation Improvement Program (FTIP), and comply with Federal Air Quality Conformity regulations.

Outreach Update

In August 2024, MCTC contracted with LSA to support the development of the Sustainable Communities Strategy (SCS), including public outreach and technical analysis. The first task under this contract was to develop a Public Outreach Plan for the RTP/SCS. The key outreach objectives are to:

- Conduct broad outreach across Madera County to identify community priorities and values
- Raise public awareness and understanding of the plan

- Reach every resident multiple times through various channels
- Foster a transparent, inclusive engagement process by partnering with community leaders and stakeholders to champion sustainable transportation

Since then, MCTC has actively engaged with the RTP/SCS Oversight Committee, local agency staff, and the broader community by attending local fairs, festivals, parades, and community group meetings. These efforts have connected MCTC with hundreds of residents across the region.

To further educate the public, MCTC organized a series of in-person and online workshops focused on the RTP/SCS process, including key requirements and the importance of stakeholder input. These sessions featured in-depth discussions on integrating land use and transportation, as well as potential land use scenarios required for the SCS analysis. Additionally, two surveys were distributed: one to identify community transportation priorities and another interactive mapping survey to gather input on preferred housing types across the county.

MCTC has assembled an oversight committee for the plan. Staff have reviewed outreach feedback with the committee and discussed how it will inform the development of the SCS technical analysis, particularly the three distinct land-use planning scenarios required by SB 375:

- 2022 RTP/SCS Preferred Scenario – Updates the previous preferred scenario using the latest planning assumptions (e.g., population growth, transportation project changes, and other non-land use parameters).
- Transit Supportive Development Scenario – Emphasizes regional housing growth with more multi-family units, focused on infill and transit-oriented development near major corridors and the Madera Station/Community College area. It maintains roads, improves SR 99 and SR 41, expands transit services, and treats farmland as a development constraint.
- Affordable Housing Scenario – Prioritizes higher-than-trend multi-family housing in urban cores, community main streets, and the Madera Station/Community College area. It emphasizes walkability, bikeability, and transit access, preserves farmland, and anticipates transit-oriented development in the Madera Station area.

Feedback received and discussions with the oversight committee have helped staff begin developing key components of the RTP/SCS for analysis. Results of these efforts will be shared with the community and stakeholders starting in the fall at events such as the Madera District Fair, Oakhurst Fall Festival, and Chowchilla Classic Car Fest, along with another round of RTP/SCS workshops.

Technical Methodology

As part of the SCS development, MCTC must submit a technical methodology to the California Air Resources Board (CARB) for review and feedback. This methodology outlines the approach for estimating GHG emission reductions from passenger vehicles, in compliance with Senate Bill 375. It includes descriptions of the models, data sources, and assumptions used to forecast land use patterns, transportation networks, travel behavior, and resulting emissions.

Key elements of the methodology include:

- How integrated land use and transportation strategies will be evaluated
- How scenario modeling will be conducted
- How environmental constraints and considerations are addressed
- How model outputs will be validated
- How public input will be incorporated
- How consistency with state guidelines will be ensured

CARB reviews the methodology to ensure it is technically sound and capable of supporting an assessment of whether the SCS will meet regional GHG targets. While CARB does not formally approve the methodology, its feedback helps guide MPOs in developing credible and transparent SCS plans aligned with California's climate goals.

The methodology includes the following components:

- Existing Conditions – Overview of current conditions, including significant changes since the 2022 RTP/SCS
- Demographic Forecasting – Based on the recently adopted Madera County Growth and Development Forecast
- Modeling Approaches – Description of land-use and travel demand models, and integration with CARB's EMFAC emissions model
- Model Assumptions – Input data used to calibrate and validate the base year model and project future scenarios
- GHG Quantification Approaches – Steps to analyze modeling results and independently developed strategies
- Off-model Strategies – GHG reduction strategies not captured by the travel demand model
- Plan-over-Plan Incremental Progress Analysis – Comparison of 2026 SCS results to the 2022 SCS to demonstrate progress toward SB 375 goals
- Other Data Collection Efforts – Potential additional data sources to support SCS development

MCTC staff will continue to coordinate with CARB to address any comments or concerns regarding the technical methodology.

FISCAL IMPACT:

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

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – May 21, 2025

Enclosure: Yes

Action: Approve May 21, 2025, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for May 21, 2025, Policy Board Meeting.

FISCAL IMPACT:

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

Madera County Transportation Commission

EXECUTIVE MINUTES

Date: May 21, 2025
Time: 3:00 pm
Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Jose Rodriguez, Chair
Commissioner Robert Poythress, Vice Chair
Commissioner Waseem Ahmed
Commissioner David Rogers
Commissioner Rohi Zacharia
Commission Jordan Wamhoff - Alternate

Members Absent: Commissioner Robert Macaulay

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

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

1. CALL TO ORDER by Chair Rodriguez

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

4-A. Annual Disadvantaged Business Enterprise (DBE) Program Submittal for Fiscal Year 2025-2026
Action: Information and Discussion Only

4-B. FTA Section 5311 Call for Projects
Action: Information and Discussion Only

4-C. Active Transportation Program (ATP) Cycle 8 Technical Assistance
Action: Information and Discussion Only

4-D. May 2025 edition of *The Commission Vision*
Action: Information and Discussion Only

Commissioner Poythress pulled Item 4.D for discussion. Commissioner Poythress commended staff for the excellent publication of the MCTC newsletter, *The Commission Vision*. The content effectively highlights MCTC's ongoing work, communicates the mission

of MCTC, and features an outstanding article from the Chair. The only recommendation is to broaden its distribution to reach a wider audience.

4-E. 2024 Traffic Monitoring Program Report
Action: Accept the 2024 Traffic Monitoring Program Report

4-F. Social Services Transportation Advisory Council Appointment
Action: Approve the Social Services Transportation Advisory Council application for appointment: Raeanne Jain, to represent a Local Social Service Provider for Persons With Disabilities

4-G. Draft 2025 California Transportation Commission (CTC) State and Local Transportation System Needs Assessment
Action: Information and Discussion Only

4-H. Availability of the 2025 DRAFT San Joaquin Joint Powers Authority (SJJPA) Business Plan for Public Review
Action: Information and Discussion Only

4-I. Low Carbon Transportation Operations Program (LCTOP) Revised List of Projects FY 2017-18, 2018-19, 2019-20, 2022-23
Action: Approve LCTOP Revised List of Projects, Resolution 2018-03 Amendment No. 2, 2019-01 Amendment No. 2, 2020-01 Amendment No. 3, 2023-03 Amendment No. 3

4-J. Low or No Emission Grant Program 5339(C) and Grants for Buses and Bus Facilities Competitive Program 5339(B) Notice of Funding Opportunity (NOFO)
Action: Information and Discussion Only

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

Transportation Consent Calendar Action on Items 4A-4J

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. Madera County Growth and Development Forecast
Action: Approve the Madera County Growth and Development Forecast

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

Transportation Action/Discussion on Item 5A

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Transportation Action/Discussion Item 5-A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

5-B. State Legislative Outlook: Governor's FY 2025-26 State Budget (May Revise), and Legislative Bill Matrix
Action: Support staff recommendation on Bills of Interest – SUPPORT: AB 314 (Arambula) and SB 545 (Cortese)

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

Transportation Action/Discussion on Item 5B

Upon motion by Commissioner Poythress, seconded by Commissioner Zacharia, to approve the Transportation Action/Discussion Item 5-B. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

5-C. Award Contract: Lobbying and Intergovernmental Services
Action: Authorize staff to enter a three-year contract with Khouri Consulting, with two

optional one-year extensions, in an amount not to exceed $75,900 for Year 1, with an annual increase of five percent for Years 2 and 3

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

Transportation Action/Discussion on Item 5C

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the Transportation Action/Discussion Item 5-C. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

5-D. Social Service Transportation Advisory Council's (SSTAC) FY 2025-26 Unmet Transit Needs Recommendations – Resolution No. 25-03
Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council's (SSTAC) FY 2025-26 Unmet Transit Needs findings by Resolution No. 25-03

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

Transportation Action/Discussion on Item 5D

Upon motion by Commissioner Poythress, seconded by Commissioner Wamhoff, to approve the Transportation Action/Discussion Item 5-D. D vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

5-E. Recommendation to Shift the Unmet Transit Needs (UTN) Process from Spring to Fall
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

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

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	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 – April 23, 2025
Action: Approve April 23, 2025, Meeting Minutes

7-B. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 25-04 and STA Resolution 25-05; and State of Good Repair (SGR)
Action: Approve TDA Fund Estimates and Apportionment, Resolutions 25-04 and 25-05, and State of Good Repair

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

Administrative Consent Action on Items 7A-7B

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. Executive Director Employment Agreement – 2019-04, Resolution 25-06
Action: Approve Executive Director Employment Agreement – 2019-04, Resolution 25-06

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

Administrative Action/Discussion on Item 8A

Upon motion by Commissioner Poythress, seconded by Commissioner Wamhoff, to approve the Executive Director Employment Agreement 2019-04. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	No
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 5-0

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.

9-A. HdL Newsletter – 4th Quarter 2024
Action: Information and Discussion Only

9-B. Measure T: FY 2025-26 Allocation
Action: Approve FY 2025-26 Allocation

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

Administrative Consent Calendar Action on Items 9A-9B

Upon motion by Commissioner Poythress, seconded by Commissioner Wamhoff, to approve the Administrative Consent Items 9A-9B. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Wamhoff - alternate	Yes

Vote passed 6-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following Comments:

- Director Taylor distributed to Board Members the "Highway 99: The Lifeline of Safety and Commerce" brochure. The brochure underscores the importance of consistent advocacy efforts. Providing this material to legislators is a valuable step in communicating the regional transportation priorities and needs of the three counties.
- Director Taylor informed the policy board that there will not be a MCTC/MCTA Policy Board meeting in June 2025.

11-B. Items from Caltrans

Shane Gunn, Caltrans District 06 provided the following comments:

- Caleb Brock, Office Chief, has left to act as Deputy Director District Planning in District 10, currently advertising for a temporary backfill.
- Director Tavares has left, and Chief Deputy Director Mike Keever has been appointed as the acting Caltrans Director.
- The Chowchilla SR 233 Enhancement project is ongoing. The City requested adding a gateway monument to the project but is also being explored in another capital project. The anticipated completion is summer 2025.
- The Caltrans Sustainable Transportation Planning Grant awards are expected to be announced in June.
- The Trade Corridor Enhancement Program and Local Partnership Program awards are expected to be announced late May or early June 2025, with adoption by CTC scheduled for the June meeting.
- Notice of Funding Opportunity for the Regional Infrastructure Accelerators Program. The program funds technical resources, planning, and project development to expedite regional transportation infrastructure through innovative financing and delivery methods, including public-private partnerships. The application deadline is June 16, 2025. Letters of support requests from Caltrans can be directed to Caltrans staff.
- Safe Streets and Roads for All application deadline is June 26, 2025. Letters of support at the District level are available, requests can be directed to Caltrans staff.
- South Madera Six Lane project is being combined with South Madera Rehab SHOPP Project. Completion of PS&E is October 2025. Caltrans is addressing right-of-way issues with property owners determining property requirements. Construction is scheduled for Summary 2026.
- Caltrans, has been working with the County of Madera on the Zero Emission Vehicles (ZEV) charging stations as part of greenhouse gas mitigation. The most viable locations are being identified.
- The North Madera Six Lane project, – Avenue 17-22, project Environmental phase is now underway. PA&ED is targeting April of 2028. The project is anticipated to be ready to list November of 2030. Caltrans will be hosting a ‘virtual’ and ‘in person’ Public Scoping Meeting in August 2025.
- The Downtown Madera Capital Preventative Maintenance project PG&E relocation is no longer necessary. Union Pacific Railroad issued the Maintenance Consent Letter. The project will be ready to list June 2025. Construction is targeted to begin January 2026.
- The State Route 99/233 Interchange Improvement project 60% constructability review meeting is targeted for June 2025.

- The Cottonwood Creek Bridge Replacement project construction is anticipated to be completed by June 2025.
- The Madera Ranchos Rehabilitation project between Avenue 15 and State Route 145 is open to traffic. Project completion is anticipated in May 2025.
- Chowchilla Capital Preventative Maintenance project 60% Constructability Review was held on April 1, 2025. The PS&E and right of way phases are underway, and ready to list Spring 2026.

11-C. Items from Commissioners

None

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 4:56 pm.

Next meeting scheduled for Wednesday, July 23, 2025

Respectfully Submitted,

Patricia S. Taylor
Executive Director
Madera County Transportation Commission

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, Resolution 25-07, Resolution 25-08

Enclosure: Yes

Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 25-07, and STA Resolution 25-08

SUMMARY:

At the May 21, 2025, MCTC Policy Board Meeting, the MCTC Policy Board approved the FY 2025-26 LTF & STA apportionments.

Local Transportation Fund (LTF): Prior to February 1 of each year, the county auditor provides MCTC with an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2025-26 is $7,195,344. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year plus prior year reserves and interest. The county auditor makes an estimate from such data including those which may be furnished by the California Department of Tax and Fee Administration. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2025-26, there is $795,443,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County Region is $1,672,673.

The City of Madera and the County of Madera have submitted applications to allocate their LTF/STA apportionments.

FISCAL IMPACT:

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

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

In the matter of **APPORTIONMENT OF FY 2025-26** **LOCAL TRANSPORTATION FUND**	**Resolution No.: 25-07**

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

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

WHEREAS, $155,000 has been apportioned for Administration, $140,807 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of $211,210 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 25-03 that there are no substantial unmet transit needs that are reasonable to meet in FY 2025-26 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

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

(A)	<u>City of Chowchilla</u>		
	Unallocated		$ 560,038
	CATX		$
	Pedestrian & Bicycle Projects		$ 11,790
	MCTC Planning Services	$ 17,685	
	Street & Road Projects	$	

(B)	<u>City of Madera</u>		
	Madera Metro – Operating		$ 989,911
	Madera Metro – Capital		$ 156,163
	Pedestrian & Bicycle Projects		$ 57,538
	MCTC Planning Services	$ 86,307	
	Street & Road Projects	$ 1,586,984	

C) County of Madera

MCC & Demand Response		$ 390,231
Amtrak		$ 5,000
Pedestrian & Bicycle Projects		$ 71,479
MCTC Planning Services	$ 107,218	
Street & Road Projects	$ 3,000,000	

The foregoing resolution was adopted this 23rd day of July 2025 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	Absent
Commissioner Macaulay	_____
Commissioner Zacharia	_____
Commissioner Wamhoff (alternate)	_____

_____

Chair, Madera County Transportation Commission

_____

Executive Director, Madera County Transportation Commission

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

In the matter of **ALLOCATION OF FY 2024-25** **STATE TRANSIT ASSISTANCE FUND**	Resolution No.: **25-08**

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of $1,672,673, a decrease of $266,345 compared to the previous year's revised allocation;

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

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

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

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

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

WHEREAS, the City of Madera and County of Madera have submitted an application and requests to allocate their apportionment;

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

CLAIMANT	2025-26 STA
City of Chowchilla	
Unallocated	$ 172,226
City of Madera	
Madera Metro, DAR, Intermodal, Transit Center	$ 673,633
County of Madera	
MCC & Demand Response	$ 826,814

The foregoing resolution was adopted this 23rd day of July 2025 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	Absent
Commissioner Macaulay	_____
Commissioner Zacharia	_____
Commissioner Wamhoff (alternate)	_____

_____

Chair, Madera County Transportation Commission

_____

Executive Director, Madera County Transportation Commission

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA) Fund Compliance Audit for Fiscal Year ended June 30, 2024: County of Madera

Enclosure: Yes

Action: Accept TDA Compliance Audit Report for FY ended June 30, 2024: County of Madera

SUMMARY:

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2024, for the County of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Hudson & Company Inc.

We are pleased to report that there are no adverse findings.

FISCAL IMPACT:

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

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS

FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITORS' REPORTS

FOR THE YEARS ENDED
JUNE 30, 2024 AND 2023

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HUDSON& COMPANYINC
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITORS' REPORT

To the Board of Supervisors
County of Madera, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Transportation Development Act Funds (the TDA Funds) of the County of Madera, California (the County), as of and for the years ended June 30, 2024 and 2023, and the related notes to the 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 County as of June 30, 2024 and 2023, 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 Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the County and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. 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 present only the TDA Funds and do not purport to, and do not, present fairly the financial position of the County as of June 30, 2024 and 2023, the changes in financial position, or, where applicable, its cash flows, for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinions are 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 TDA Funds' 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.

Auditors' 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 auditors' 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 County's internal control of the 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 TDA Funds' 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 basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Other Reporting Required by *Government Auditing Standards* and the Rules and Regulations of the Transportation Development Act

In accordance with *Government Auditing Standards*, we have also issued our report dated June 18, 2025, on our consideration of the TDA Funds' internal control over financial reporting 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 TDA Funds' 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 TDA Funds' internal control over financial reporting and compliance.

HUDSON & COMPANY, INC.

Hudson + Company, Inc.

Fresno, California
June 18, 2025

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BALANCE SHEETS
JUNE 30, 2024 AND 2023

	2024	(restated) 2023
ASSETS		
Intergovernmental receivable	$ 2,041,743	$ 5,840,539
Total Assets	$ 2,041,743	$ 5,840,539
LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	$ 2,041,743	$ 5,840,539
Total Liabilities	2,041,743	5,840,539
Fund Balance		
Unassigned	-	-
Total Fund Balance	-	-
Total Liabilities and Fund Balance	$ 2,041,743	$ 5,840,539

The accompanying notes are an integral part of the financial statements.

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENTS OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
FOR THE YEARS ENDED JUNE 30, 2024 AND 2023

	2024	(restated) 2023
REVENUES		
LTF non-transit allocations	$ 3,312,434	$ 2,475,362
LTF/STA transit allocations - Madera County Connection	798,305	889,443
LTF transit allocations - Amtrak	-	7,454
PTMISEA distributions	-	1,094,179
LCTOP distributions	194,921	102,280
Total Revenues	4,305,660	4,568,718
EXPENDITURES		
Public ways and facilities		
Road construction and maintenance	3,312,434	2,475,362
Madera County Connection transit costs	798,305	889,443
Amtrak costs	-	7,454
Transit facility improvements (non-operating)	-	1,094,179
LCTOP costs	194,921	102,280
Total Expenditures	4,305,660	4,568,718
Net Change in Fund Balance	-	-
Fund Balance, Beginning of Year	-	-
Fund Balance, End of Year	$ -	$ -

The accompanying notes are an integral part of the financial statements.

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO FINANCIAL STATEMENTS

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: The accompanying financial statements present only the Transportation Development Act Funds (the TDA Funds) of the County of Madera, California (the County) and are not intended to present fairly the financial position or changes in financial position of the County with accounting principles generally accepted in the United States of America (U.S. GAAP). The financial statements of the TDA Funds of the County have been prepared in conformity with U.S. GAAP as applied to governmental 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 TDA Funds' accounting policies are described below.

Financial Statements: The Transportation Development Act (TDA) provides funding of public transportation through regional planning and programming agencies. Funds are allocated to the County through the county transportation planning agency, the Madera County Transportation Commission (MCTC). The TDA Funds account for the County's share of the TDA allocations, which are legally restricted for specific purposes as detailed in applicable sections of the Public Utilities Code.

Fund Accounting: The accounts of the TDA Funds are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental 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 consist of the following:

- Special Revenue Funds – The TDA Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

Measurement Focus and Basis of Accounting: The TDA Special Revenue Funds are reported using the "current financial resources" measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available, and expenditures are recognized when the fund liabilities are incurred. "Measurable" means the amount of the transaction can be determined, and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The County uses an availability period of 60 days. Revenues that are susceptible to accrual include local transportation fund allocations and investment earnings.

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 unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts, or earlier, if they meet the availability criteria.

The County contracts all bus services from Fresno Economic Opportunities Commission (Fresno EOC). This includes services in the Madera, Chowchilla, Bass Lake, Oakhurst, Ahwahnee, and Coarsegold areas. Fresno EOC operated four fixed route bus routes, as well as on-demand services marketed as the Eastern Madera County Senior Bus, the Medical Escort and Dial-A-Ride service (County areas around the cities of Madera & Chowchilla). The Fresno EOC contract includes fixed and variable rates (net of revenue collected). The bus services are available on various schedules, primarily Monday through Friday with some exceptions. The County Medical Escort service provides transportation between Oakhurst, North Fork, Madera and Fresno two days a week. Madera Dial-A-Ride service is provided Monday through Friday from 7:00am to 6:30pm, Saturday from 9:00am to 4:00pm, and on Sunday from 8:30am to 2:30pm. The agreement is a five-year agreement with two option years, funded with a combination of the TDA Funds, Federal Transit Administration section 5307 and 5311 funds, and fare revenue.

When both restricted and unrestricted resources are available for use, it is the TDA Funds' policy to use restricted resources first, and then unrestricted resources as they are needed.

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO FINANCIAL STATEMENTS (continued)

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Grants: Grant revenues and amounts due from other governmental agencies are recorded when earned on grants that have been approved and funded by the grantor. Grant sources include Federal Transit Administration (FTA), State Transit Assistance (STA), Local Transportation Funds (LTF), Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA), and Transit System Safety, Security and Disaster Response Account (TSSSDRA) established pursuant to Proposition 1B approved by the voters of the State of California on November 7, 2006, and Measure T.

Due from Local Governmental Agencies: Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or from governmental agencies in the same fiscal year.

Fund Balance: In the fund financial statements, in accordance with GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, governmental funds report fund balance as nonspendable, restricted, committed, assigned, or unassigned based primarily on the extent to which the TDA Funds of the County is bound to honor constraints on how specific amounts can be spent. Fund balances are categorized as follows:

- *Nonspendable* – Amounts indicate the portion of fund balance which cannot be spent because they are either not in spendable form, such as prepaid items, inventories or loans receivable, or legally or contractually required to be maintained intact, such as the principal portion of an endowment. The TDA Funds did not have any nonspendable resources as of June 30, 2024 and 2023.
- *Restricted* – Amounts indicate the portion of fund balance for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or by enabling legislation. The TDA Funds did not have any restricted resources as of June 30, 2024 and 2023.
- *Committed* – Amounts indicate the portion of the fund balance that can be used only for specific purposes pursuant to constraints imposed by formal action of the highest level of decision-making authority (Board of Supervisors). These amounts cannot be used for any other purpose unless the Board of Supervisors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements. The TDA Funds did not have any committed resources as of June 30, 2024 and 2023.
- *Assigned* – Amounts indicate the portion of fund balance that is constrained by the County's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the County Council or through the Board of Supervisors delegating this responsibility to the Finance Director through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except the General Fund. The TDA Funds did not have any assigned resources as of June 30, 2024 and 2023.
- *Unassigned* – Amounts indicate the portion of fund balance that does not fall into one of the above categories. However, in governmental funds, if expenditures incurred for specific purposes exceed the amounts that are restricted, committed, or assigned for those purposes, it may be necessary to report a negative unassigned fund balance in that particular fund. The TDA Funds did not have any unassigned resources as of June 30, 2024 and 2023.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the County's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the County's policy is to first apply committed fund balance, then assigned fund balance, then finally unassigned fund balance.

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO FINANCIAL STATEMENTS (continued)

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Balance (continued):

The County's Board of Supervisors establishes, modifies, or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is typically done through adoption of the budget and subsequent budget amendments that occur throughout the year.

Use of Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Governmental Accounting Standards Update: During the year ending June 30, 2024, the TDA Funds of the County implemented the following standards on the financial statements:

GASB Statement No. 99 – *Omnibus 2022*. The requirements related to leases, PPPs, and SBITAs of this statement are effective for reporting periods beginning after June 15, 2022. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for reporting periods beginning after June 15, 2023.

GASB Statement No. 100 – *Accounting Changes and Error Corrections* – an amendment of GASB statement No. 62. The requirements of this statement are effective for reporting periods beginning after June 15, 2023.

GASB Statement No. 101 – *Compensated Absences.* The requirements of this statement are effective for reporting periods beginning after June 15, 2023.

Released GASB Statements to be implemented in future financial statements are as follows:

GASB Statement No. 102 – *Certain Risk Disclosures.* The requirements of this statement are effective for reporting periods beginning after June 15, 2024.

GASB Statement No. 103 – *Financial Reporting Model Improvements*. The requirements of this statement are effective for reporting periods beginning after June 15, 2025.

GASB Statement No. 104 – *Disclosure of Certain Capital Assets.* The requirements of this statement are effective for reporting periods beginning after June 15, 2025.

Subsequent Events: In compliance with accounting standards, management has evaluated events that have occurred after year-end to determine if these events are required to be disclosed in the financial statements. Management has determined that no events require disclosure in accordance with accounting standards. These subsequent events have been evaluated through June 18, 2025, which is the date the financial statements were available to be issued.

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO FINANCIAL STATEMENTS (continued)

NOTE 2 – RESTRICTIONS

Funds received pursuant to TDA Article 8 in Street Construction and Intermodal Building Operations Special Revenue Funds may only be used for local streets and roads and projects for use by pedestrians and bicycles.

Funds received pursuant to TDA Article 8c in the Local Transit Enterprise Fund may only be used to provide local public transportation services for transit contracts.

As outlined in Public Utilities Code (PUC) Section 9233, LTF funds are restricted for transit services, bicycle and pedestrian facilities and projects, transportation planning and programming, and street construction and maintenance projects.

NOTE 3 – FARE RATIO

The County is required to maintain a minimum fare revenue to operating expenses ratio of 15% in accordance with the Transportation Development Act. The calculation of the fare revenue ratios for the Madera County Connection are as follows for the years ended June 30, 2024 and 2023:

	2024	2023
Passenger fares	$ 63,467	$ 52,293
Total fares	$ 63,467	$ 52,293
Operating expenses	$ 1,927,460	$ 2,206,185
Fare revenue ratio	3.29%	2.37%

Although the County is required to maintain a fare revenue ratio of 15%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2024 and 2023.

NOTE 4 – PROPOSITION 1B (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, and for rolling stock procurement, rehabilitation, or replacement.

Proposition 1B activities during the years ended June 30, 2024 and 2023 were as follows:

	2024	(restated) 2023
Unspent PTMISEA Funds, beginning of year	$ -	$ -
Funds received	-	1,094,179
Funds used	-	(1,094,179)
Unspent PTMISEA Funds, end of year	$ -	$ -

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO FINANCIAL STATEMENTS (continued)

NOTE 5 – CONTINGENCIES

Litigation: There are several lawsuits and unresolved disputes involving the County or its employees in which the County is represented by the County counsel and outside counsel. However, in the opinion of the County counsel and outside counsel, these actions will not, in the aggregate, have a material adverse effect upon the operation or financial position of the TDA Funds.

TDA Funds: The TDA Funds are subject to program compliance audits by the grantors and their representatives. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

NOTE 6 – PRIOR PERIOD RESTATEMENTS

A prior period restatement of $25,981 was recorded to properly record transit facility improvements (non-operating) expenses that were incurred prior to the beginning of the fiscal year ended June 30, 2024, but were not recorded as of June 30, 2023. The adjustment increased intergovernmental receivable, accounts payable, PTMISEA distributions, and transit facility improvements (non-operating) expenses by $25,981 as of June 30, 2023 as the amount was incurred in the year ended June 30, 2023 but received and paid in the year ended June 30, 2024. Additionally, a prior period restatement of $27,222 was recorded to properly record transit facility improvements (non-operating) expenses that were incurred in fiscal years ending June 30, 2019 through June 30, 2022, but were not recorded in those previous years. The adjustment increased intergovernmental receivable and accounts payable by $27,222 as of June 30, 2023 as the amount was incurred in prior years but received and paid in the year ended June 30, 2024. Lastly, a prior period restatement of $2,822,428 was recorded to properly record intergovernmental receivable and accounts payable amounts for road construction and maintenance expenses that were incurred and correctly recorded in the fiscal year ending June 30, 2022, but were inappropriately removed from intergovernmental receivable and accounts payable during the year ended June 30, 2023 as the receivable wasn't received and the accounts payable wasn't paid until the year ended June 30, 2024. The adjustment increased intergovernmental receivable and accounts payable by $2,822,428 as of June 30, 2023. The following table shows the changes in the restated 2023 financial statements:

	Restated 2023	As Previously Recorded 2023	Change
Intergovernmental receivable	$ 5,840,539	$ 2,964,908	$ 2,875,631
Accounts payable	$ 5,840,539	$ 2,964,908	$ 2,875,631
PTMISEA distributions	$ 1,094,179	$ 1,068,198	$ 25,981
Transit facility improvements (non-operating)	$ 1,094,179	$ 1,068,198	$ 25,981

	Restated 2023	As Previously Recorded 2023	Change
Total Assets	$ 5,840,539	$ 2,964,908	$ 2,875,631
Total Liabilities	$ 5,840,539	$ 2,964,908	$ 2,875,631
Total Liabilities and Fund Balance	$ 5,840,539	$ 2,964,908	$ 2,875,631
Total Revenues	$ 4,568,718	$ 4,542,737	$ 25,981
Total Expenditures	$ 4,568,718	$ 4,542,737	$ 25,981

HUDSON& COMPANYINC
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITORS' 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*

To the Board of Supervisors
County of 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, the financial statements of the Transportation Development Act Funds (the TDA Funds) of the County of Madera, California (the County), as of and for the years ended June 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the TDA Funds of the County's basic financial statements, and have issued our report thereon dated June 18, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the TDA Funds' 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 TDA Funds' internal control. Accordingly, we do not express an opinion on the effectiveness of the TDA Funds' 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' 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' 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. 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 one instance of noncompliance or other matters that are required to be reported under *Government Auditing Standards*, described in the accompanying schedule of findings and questioned costs as item 2024-001.

In connection with our audit referred to above, we also performed an audit for compliance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Madera County Transportation Commission, for the year ended June 30, 2024. In connection with our audit, we performed to the extent applicable, the compliance audit tasks set forth in Sections §6666 and §6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the *California Code of Regulations*. The results of performing the tasks specified above disclosed one instance of noncompliance with the applicable statutes, rules, regulations, of the Act, and the allocation instructions and resolutions of the Madera County Transportation Commission. In our opinion, the funds allocated to and received by the TDA Funds for the year ended June 30, 2024, pursuant to the Transportation Development Act, were accounted for and expended in conformance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Madera County Transportation Commission.

The County's Response to Findings

Government Auditing Standards requires the auditor to perform limited procedures on the County's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The County's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

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 to express an opinion on the compliance of the TDA Funds with the Transportation Development Act, the *California Code of Regulations*, and the allocation instructions and resolutions of the Madera County Transportation Commission, and not to provide an opinion on the effectiveness of the TDA Funds' internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the TDA Funds' internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

HUDSON & COMPANY, INC.

Hudson + Company, Inc.

Fresno, California
June 18, 2025

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2024

SECTION I - SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of auditors' report issued:	Unmodified			
Internal control over financial reporting: Material weakness identified?	_____	Yes	X	No
Significant deficiencies identified that are not considered to be material weaknesses?	_____	Yes	X	No
Noncompliance material to financial statements noted?	X	Yes	_____	No

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS (continued)
FOR THE YEAR ENDED JUNE 30, 2024

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2024-001 – Late Submission of Certified Fiscal Audit:

Criteria:
Pursuant to the California Public Utilities Code (PUC) Section 99245 and California Code of Regulations (CCRs), Title 21, Sections §6663 and §6664, "requires that each claimant expending transit funds submit a fiscal and compliance report issued by an independent auditor to the State Controller's Office annually and within 180 days after the end of the fiscal year. The responsible entity (transportation planning agency, county transportation commission, or metropolitan transit development board) may grant an extension to the claimant of up to 90 days as it deems necessary. Except for the claimant's first report, the report must also include the audited amounts for the fiscal year prior to the fiscal year audited. If a claimant has delinquent transit or audit reports, the responsible entity will suspend payments until the claimant's audit report submissions are current."

Condition:
The County has experienced significant delays in the preparation and issuance of the 2024 TDA financial statements as required under PUC Section 99245 and CCRs, Title 21, Sections §6663 and §6664.

Cause:
The County has experienced significant turnovers in key personnel in the County's finance department in past years. When vacancies occur, information can be lost and as individuals are getting up to speed, some processes may not be fully executed if they are manual and not fully embedded into an automated system. Staff had to take on additional responsibilities and did not have sufficient resources to review and reconcile the sub-ledger to the general ledger in a timely manner.

Effect:
Delays in processing year-end closing procedures caused the financial statements release to be delayed. In addition, the County is neither in compliance with PUC and CCRs, nor is it meeting its current demands for external financial reporting.

Recommendation:
The Auditor-Controller department should look at increasing the number of experienced finance staff to help facilitate year-end closing processes and the preparation of its basic financial statements. Because the basic financial statements are the responsibility of the County, it is in its best interest to closely monitor the accounting process to ensure that financial position and operating results are accurately and timely reported. The following steps could be used to avoid future delays:

- Assign additional qualified accounting personnel to help process complex transactions;
- Identify critical due dates and develop a listing of assignments, including department coordinated items, based on available resources to meet those deadlines;
- Hold periodic meetings to monitor the progress of assignments and responsibilities; and
- Conduct management reviews of financial statements and audit schedules prior to presenting them to the auditors.

Management Response:
County management concurs with the comments and recommendations. The Auditor-Controller's office is regularly attempting to obtain and retain a full complement of experienced finance and accounting staff, within normal budgetary constraints. This was difficult in the fiscal years 2022, 2023, and 2024. With our current staffing level, we will perform the last three steps recommended above.

COUNTY OF MADERA
TRANSPORTATION DEVELOPMENT ACT FUNDS
SUMMARY SCHEDULE OF PRIOR YEAR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2023

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2023-001 – Late Submission of Certified Fiscal Audit:

Criteria:
Pursuant to the California Public Utilities Code (PUC) Section 99245 and California Code of Regulations (CCRs), Title 21, Sections §6663 and §6664, "requires that each claimant expending transit funds submit a fiscal and compliance report issued by an independent auditor to the State Controller's Office annually and within 180 days after the end of the fiscal year. The responsible entity (transportation planning agency, county transportation commission, or metropolitan transit development board) may grant an extension to the claimant of up to 90 days as it deems necessary. Except for the claimant's first report, the report must also include the audited amounts for the fiscal year prior to the fiscal year audited. If a claimant has delinquent transit or audit reports, the responsible entity will suspend payments until the claimant's audit report submissions are current."

Condition:
The County has experienced significant delays in the preparation and issuance of the 2023 TDA financial statements as required under PUC Section 99245 and CCRs, Title 21, Sections §6663 and §6664.

Cause:
The County has experienced significant turnovers in key personnel in the County's finance department in past years. When vacancies occur, information can be lost and as individuals are getting up to speed, some processes may not be fully executed if they are manual and not fully embedded into an automated system. Staff had to take on additional responsibilities and did not have sufficient resources to review and reconcile the sub-ledger to the general ledger in a timely manner.

Effect:
Delays in processing year-end closing procedures caused the financial statements release to be delayed. In addition, the County is neither in compliance with PUC and CCRs, nor is it meeting its current demands for external financial reporting.

Recommendation:
The Auditor-Controller department should look at increasing the number of experienced finance staff to help facilitate year-end closing processes and the preparation of its basic financial statements. Because the basic financial statements are the responsibility of the County, it is in its best interest to closely monitor the accounting process to ensure that financial position and operating results are accurately and timely reported. The following steps could be used to avoid future delays:

- Assign additional qualified accounting personnel to help process complex transactions;
- Identify critical due dates and develop a listing of assignments, including department coordinated items, based on available resources to meet those deadlines;
- Hold periodic meetings to monitor the progress of assignments and responsibilities; and
- Conduct management reviews of financial statements and audit schedules prior to presenting them to the auditors.

Management Response:
County management concurs with the comments and recommendations. The Auditor-Controller's office is regularly attempting to obtain and retain a full complement of experienced finance and accounting staff, within normal budgetary constraints. This was difficult in the fiscal years 2022 and 2023. With our current staffing level, we will perform the last three steps recommended above.

Current Year Status:
See Finding 2024-001.

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 7-D

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Regional Early Action Planning Grants of 2021 (REAP) 2.0 Standard Agreement Amendment No. 1

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

As part of the State Budget in 2024, funding for REAP 2.0 was reduced by approximately 5.9%, applied evenly to all REAP 2.0 Metropolitan Planning Organization (MPO) applicants. The State reduced the MPO allocation amount by $30 million statewide. For the Madera County Transportation Commission, it resulted in the reduction of the maximum agreement amount by $130,219.10, The new grant amount is $2,083,505.64, down from $2,213,724.74. The Standard Agreement Number 22-REAP2-17557 Amendment No.1 also extends the obligation date by three months from June 30, 2024, to September 30, 2024, and extends the final report due date by 6 months from June 30, 2026, to December 31, 2026.

Attached is the signed and executed agreement amendment reflecting those changes.

FISCAL IMPACT:

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

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES **SCO ID:**

STANDARD AGREEMENT - AMENDMENT

STD 213A (Rev 04/2020)

☑ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED 17 PAGES

AGREEMENT NUMBER	AMENDMENT NUMBER	Purchasing Number
22-REAP2-17557	1	

1. This Agreement is entered into between the State Agency and the Contractor named below:

STATE AGENCY NAME
Department of Housing and Community Development

CONTRACTOR NAME
Madera County Transportation Commission

2. The term of this Agreement is:

START DATE
03/29/2023

THROUGH END DATE
12/31/2026

3. The maximum amount of this Agreement after this Amendment is:
$2,083,505.64

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:

This amendment is to reduce the REAP 2.0 distribution amount by $40 million to $560 million, reduce the Metropolitan Planning Organization (MPO) allocation amount by $30 million to $480 million, reduce the maximum agreement amount by $130,219.10 to $2,083,505.64, extend the obligation date by three months from June 30, 2024 to September 30, 2024, and extend the final report due date by 6 months from June 30, 2026 to December 31, 2026. Exhibit A, Section 1 has been amended to reflect the reduced distribution and allocation amounts. Exhibit B has been amended in Section 2 to reflect the reduced grant amount, in Section 3 to reflect the extended obligation date, and to add Section 5. Exhibit D, Section 5 is updated to reflect the extended final report due date.

Exhibit A, Authority, Purpose, and Scope of Work, Exhibit B, Budget Detail and Payment Provisions, and Exhibit D, REAP2 Terms and Conditions are hereby deleted in their entirety and replaced with Exhibit A, Authority, Purpose, and Scope of Work Am. 1 (Rev. February 27, 2025), Exhibit B, Budget Detail and Payment Provisions Am. 1 (Rev. February 27, 2025), and Exhibit D, REAP2 Terms and Conditions Am 1. (Rev. February 27, 2025), attached hereto and made a part hereof.

All other terms and conditions shall remain the same.

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)
Madera County Transportation Commission

CONTRACTOR BUSINESS ADDRESS	CITY	STATE	ZIP
2001 Howard Road, Suite 201	Madera	CA	93637

PRINTED NAME OF PERSON SIGNING	TITLE
Patricia Taylor	**Executive Director**

CONTRACTOR AUTHORIZED SIGNATURE	DATE SIGNED
PEV	May 27, 2025

STATE OF CALIFORNIA

CONTRACTING AGENCY NAME
Department of Housing and Community Development

CONTRACTING AGENCY ADDRESS	CITY	STATE	ZIP
651 Bannon Street Suite 400	**Sacramento**	**CA**	**95811**

PRINTED NAME OF PERSON SIGNING	TITLE
Diana Malimon	**Contract Services Section Manager**

CONTRACTING AGENCY AUTHORIZED SIGNATURE	DATE SIGNED
Diana Malimon	05/28/2025

CALIFORNIA DEPARTMENT OF GENERAL SERVICE APPROVAL	EXEMPTION (If Applicable)
	Exempt per: SCM Vol. 1 4.04. A.3 (DGS memo date 06/12/1981)

EXHIBIT A

AUTHORITY, PURPOSE, AND SCOPE OF WORK

1. Authority

The Regional Early Action Planning Grants Program of 2021 is established for the purpose of providing regions with one-time funding, including grants for transformative planning and implementation activities. Up to five hundred and sixty million dollars ($560,000,000) shall be distributed under the Program in accordance with Chapter 3.15 of the Health and Safety Code (Statute). Of this amount, $480,000,000 is available to Metropolitan Planning Organizations (MPOs). The California Department of Housing and Community Development (Department or HCD) shall administer the Program (referred to herein as the Regional Early Action Planning Grants Program of 2021, or "REAP 2.0") to MPOs and other regional entities in accordance with the Statute and Guidelines, pursuant to Health and Safety Code section 50515.10(h).

Pursuant to Health and Safety Code Section 50515.08(c)(3), an MPO or regional entity may request up to 10 percent of its available funding in advance. This Standard Agreement (Agreement) authorizes the encumbrance of the total funds available to the applicant, including advance payment, subject to all statutory requirements and all applicable provisions, including but not limited to the Guidelines, approved advance and full applications and any subsequent modifications.

The Grantee shall consult with the Department on any amendment modification or other provision related to the implementation of the Program. The Department's decisions related to the administration of the Program shall be final pursuant to Health and Safety Code section 50515.10(i).

2. Purpose

In accordance with the authority cited above, the Grantee has been awarded financial assistance in the form of a grant from the Program. The Department has agreed to make the grant for planning and implementation activities pursuant to the Guidelines and this Agreement. By entering into this Agreement and thereby accepting the award of the Program funds, the Grantee agrees to comply with the terms and conditions of the Guidelines, advance application and full application, as well as this Agreement, subsequent amendments or modifications to this Agreement and the requirements of the authority cited above. Based on all representations made by the Grantee, the State shall encumber the full amount

EXHIBIT A

pursuant to the Guidelines and provide advance payment upon request and subsequent payments in accordance with Exhibit B. All terms, conditions and other relevant provisions will be subject to amendments as a result of subsequent applications and awards for remaining funds as described in Exhibit B.

3. **Definitions**

Terms herein shall have the same meaning as defined by the Guidelines and Statute.

4. **Scope of Work**

Grantee shall use the awarded funds in accordance with the approved scope of work as contained in the timeline and budget and related information outlined in the approved application for 10 percent advance payment and subsequent applications for total funding. The scope of work may be amended in compliance with statutory requirements subject to approval by the Department.

5. **Monitoring**

A. The Grantee shall maintain books, records, documents, and other evidence that demonstrates the funding was used for the appropriate purposes, as described in the Statute, Guidelines, Scope of Work, approved advanced application, subsequent approved applications and all other pertinent documents. These books, records, documents and other evidence shall be available for audit and inspection by the Department at any point during the term of the Agreement and subject to any amendments to this Agreement.

B. The Department may request additional information, as needed, to demonstrate statutory compliance, satisfaction of program requirements and necessary amendments to this Agreement, including but not limited to reporting or audit requirements, implementing advance payment(s), or award amount to the Grantee.

C. The Department may monitor expenditures and activities of the Grantee, as the Department deems necessary, to ensure compliance with statutory or Department requirements.

EXHIBIT A

D. The Department may, as it deems appropriate or necessary, request the repayment of funds from a Grantee or pursue any other remedies available to it by law for failure to comply with Program requirements pursuant to Health and Safety Code section 50515.10 (g).

E. The Department's decision to approve or deny an application or request for funding pursuant to the program, and its determination of the amount of funding to be provided, shall be final pursuant to Health and Safety Code section 50515.10(i).

F. Monitoring provisions may be amended and are subject to additional provisions in accordance with this Agreement or subsequent amendments.

6. **Department Contract Coordinator**

The Contract Coordinator of this Agreement for the Department is the Housing Policy Development Manager, or the Manager's designee. Unless otherwise informed, any notice, report, or other communication required by this Agreement shall be submitted under the penalty of perjury by email to REAP2021@hcd.ca.gov.

EXHIBIT B

BUDGET DETAIL AND PAYMENT PROVISIONS

1. **Application for Funds**

   A. The Department is entering into this Agreement on the basis of, and in reliance upon, facts, information, assertions and representations contained in any application or award or any subsequent modifications or additions to such thereto approved by the Department. All awarded applications for funding and any approved modifications and additions thereto are hereby incorporated into this Agreement.

   B. The Grantee warrants that all information, facts, assertions and representations contained in any approved application, award or approved modifications and additions thereto are true, correct, and complete to the best of the Grantee's knowledge. In the event that any part of an application and any approved modification and addition thereto is untrue, incorrect, incomplete, or misleading in such a manner that would affect the Department's approval, disbursement, or monitoring of the funding and the grant or activities governed by this Agreement, the Department may declare a breach hereof and take such action or pursue such remedies as are provided for breach hereof.

2. **Grant and Reimbursement Limit**

   A. The maximum total amount encumbered to the Grantee pursuant to this Agreement shall not exceed $2,083,505.64.

   B. This Agreement authorizes an initial advance payment(s) up to 10% Award for eligible activities as described in the approved Advance Application.

   C. This Agreement authorizes advance payment and subsequent awards up to the total award amount as described in Section 2A of this Exhibit and is subject to Department approval.

   D. The Grantee shall submit and follow a schedule for the expenditure of the 10 percent advance and any subsequent award prior to disbursement of funds. The schedule is subject to Department approval and may be revised as the Department deems necessary.

EXHIBIT B

3. **Grant Timelines**

A. This Agreement is effective upon approval by all parties and the Department, which is evidenced by the date signed by the Department on page one, Standard Agreement, STD 213 (the "Effective Date").

B. All Grant funds must be obligated no later than September 30, 2024, and expended by June 30, 2026 pursuant to Health and Safety Code section 50515.10(e)(1).

C. Final invoices must be submitted to the Department three months prior to the expenditure deadline. Under special circumstances, approved by the Department and in accordance with the expenditure deadline, the Department may modify the invoice deadline and may provide exception, including but not limited to, advance payment to carry out the terms of this Agreement.

D. It is the responsibility of the Grantee to monitor the progress and timeliness of grant fund obligations, including invoicing and reimbursements within the specified dates.

4. **Allowable Uses of Grant Funds**

A. The Department shall not award or disburse funds unless it determines that the grant funds shall be expended in compliance with the terms and provisions of the Statute and Guidelines which includes associated forms and guidelines, approved applications and this Agreement.

B. Grant funds shall only be used by the Grantee for project activities approved by the Department that involve planning and implementation activities in accordance with the Statute and Guidelines.

C. Grant funds may not be used for administrative costs of persons employed by the Grantee for activities not directly related to eligible activities.

D. The Grantee shall use no more than 5 percent of the total grant amount for costs related to administration of the project as described in the Guidelines.

E. A Grantee that receives funds under this Program may use a subcontractor and Grantee shall be accountable to the Department to ensure subcontractor's performance of the subcontract shall comply with all the requirements of the

EXHIBIT B

Program. The subcontract shall not relieve the Grantee of its responsibilities under the Program.

F. After the Agreement has been executed by the Department and all parties, approved and eligible costs for eligible activities may be reimbursed for the project(s) upon completion of deliverables or paid in advance in accordance with the scope of work and subject to the terms and conditions of this Agreement.

G. Eligible activities that are approved by the Department may be retroactively reimbursed to July 1, 2021.

5. **Availability of Funds**

A. The Department's provision of funding to the Contractor pursuant to this Agreement is contingent on the continued availability of REAP 2.0 funds and continued state authorization for REAP 2.0 activities. The Department's provision of funding is subject to amendment or termination due to lack of funds or proper authorization. This Agreement is subject to written modification or termination, as necessary, by the Department in accordance with requirements contained in any future state legislation and/or regulations. All other modifications must be in written form and approved by both parties.

B. If the Grantee has unexpended funds after June 30, 2026, the Department may, pursuant to its procedures, reallocate those funds in accordance with Health and Safety Code section 50515.10(f).

EXHIBIT D

REAP2 TERMS AND CONDITIONS

1. **Accounting and Records**

A. The Grantee, its employees, contractors, and subcontractors shall establish and maintain an accounting system and reports that properly accumulate incurred project costs by line. The accounting system shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for payment vouchers and invoices. Grantees may establish and maintain an accounting system and reports, as described above, on behalf of contractors and subcontractors.

B. The Grantee must establish a separate ledger account for receipts and expenditures of grant funds and maintain expenditure details in accordance with the budget and timeline. Separate bank accounts are not required. As appropriate, Grantees must establish separate ledgers for State General funds and other funds associated with proposed uses not provided by the REAP 2.0 Program.

C. The Grantee shall maintain documentation of its normal procurement policy and competitive bid process (including the use of sole source purchasing), and financial records of expenditures incurred during the course of the project in accordance with GAAP.

D. The Grantee agrees that the Department or designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of the Agreement.

E. The Grantee agrees to maintain such records for a possible audit after the final payment for at least five years after all funds have been expended or returned to the State unless a longer period of records retention is stipulated. Wherever practicable, such records should be collected, transmitted, and stored in open and machine-readable formats.

F. Contractors and subcontractors employed by the Grantee and paid with moneys under the terms of this Agreement shall be responsible for maintaining accounting records as specified above.

EXHIBIT D

2. **Invoicing**

A. Grant funds cannot be disbursed until the Agreement has been fully executed.

B. The Grantee will be responsible for compiling and submitting all invoices and reporting documents.

C. The Grantee must bill the Department based on clear deliverables outlined in the Agreement or budget timeline. Generally, approved and eligible costs incurred for work after execution of the Agreement and completed during the grant term will be reimbursable. However, eligible activities conducted prior to award will be reimbursable to July 1, 2021. Approved and eligible costs incurred prior to July 1, 2021, are ineligible.

D. Grantees who received advance funds shall expend all such funds or demonstrate substantial progress prior to requesting additional advanced funding by submitting an updated project timeline and budget, including expenditure progress for their eligible projects from the application and any supporting documentation.

E. Project invoices may be submitted to the Department by the Grantee on a quarterly basis or upon completion of a deliverable, subject to the Department's approval.

F. The Department may consider advance payments or alternative arrangements to reimbursement and payment methods based on demonstrated need. The Department may consider factors such as available funds for eligible activities. Suballocations must request funds in increments, schedule for advance payments or other form approved by the Department, and report progress according to an implementation and expenditure timetable.

G. Supporting documentation may include, but is not limited to, purchase orders, receipts, progress payments, subcontractor invoices, timecards, reports, or any other documentation as deemed necessary by the Department to support the reimbursement to the Grantee for expenditures incurred.

H. Invoices must be accompanied by supporting documentation where appropriate. Invoices without supporting documentation will not be paid. The Department may withhold up to 10 percent of the grant until grant terms have been fulfilled, including all required reporting.

EXHIBIT D

3. **Audits**

A. At any time during the term of the Agreement, the Department may perform or cause to be performed a financial audit of any and all phases of the award. At the Department's request, the Grantee shall provide, at its own expense, a financial audit prepared by a certified public accountant. The Department has the right to review project documents and conduct audits during project implementation and over the project life.

B. The Grantee agrees that the Department or the Department's designee shall have the right to review, obtain, and copy all records and supporting documentation pertaining to performance of this Agreement.

C. The Grantee agrees to provide the Department, or the Department's designee, with any relevant information requested.

D. The Grantee agrees to permit the Department or the Department's designee access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees who might reasonably have information related to such records and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with statutes, REAP 2.0 Guidelines, and the Agreement.

E. The Department may request additional information, as needed, to meet other applicable audit requirements.

F. The Department may monitor expenditures and activities of a Grantee or its designees, contractors or subcontractors, as the Department deems necessary, to ensure compliance with REAP requirements.

G. Grantees using federal or state transportation planning funds administered through the Overall Work Program (OWP) shall clearly identify the source of funds.

H. If there are audit findings, the Grantee must submit a detailed response acceptable to the Department for each audit finding within 90 days from the date of the audit finding report.

I. The Grantee agrees to maintain such records for possible audit after the final payment for at least five years after all funds have been expended or returned to

EXHIBIT D

the State unless a longer period of records retention is stipulated. Wherever practicable, such records should be collected, transmitted, and stored in open and machine-readable formats.

J. If any litigation, claim, negotiation, audit, monitoring, inspection, or other action has been started before the expiration of the required record retention period, all records must be retained by the Grantee and its designees, contractors, and sub-contractors until completion of the action and resolution of all issues which arise from it. In any contract that it enters into in an amount exceeding $10,000, the Grantee shall include the Department's right to audit the contractor's records and interview their employees.

K. The Grantee shall comply with and be aware of the requirements and penalties for violations of fraud and for obstruction of investigation as set forth in California Public Contracts Code Section 10115.10.

4. **Remedies and Non-performance**

A. Any dispute concerning a question of fact arising under this Agreement that is not disposed of by agreement shall be decided by the Department's Housing Policy Development Manager, or the Manager's designee, who may consider any written or verbal evidence submitted by the Grantee. The decision of the Department's Housing Policy Development Manager or Designee shall be the Department's final decision regarding the dispute, not subject to appeal.

B. Neither the pendency of a dispute nor its consideration by the Department will excuse the Grantee from full and timely performance in accordance with the terms of this Agreement.

C. In the event that it is determined, at the sole discretion of the Department, that the Grantee is not meeting the terms and conditions of the Agreement, immediately upon receiving a written notice from the Department to stop work, the Grantee shall cease all work under the Agreement. The Department has the sole discretion to determine that the Grantee meets the terms and conditions after a stop work order, and to deliver a written notice to the Grantee to resume work under the Agreement.

D. The Department has the right to terminate the Agreement at any time upon 30 days written notice. The notice shall specify the reason for early termination and may permit the Grantee or the Department to rectify any deficiency(ies) prior to

EXHIBIT D

the early termination date. The Grantee will submit any requested documents to the Department within 30 days of the early termination notice.

E. The applicant must demonstrate a clear and significant nexus to REAP 2.0 Program goals and objectives and must carry out provisions to meet the Program goals and objectives and other requirements, including, but not limited to, adoption or completion of activities toward Policy Outcomes and implementation of eligible use activities funded through a suballocation process. Any lack of action or action inconsistent with REAP 2.0 requirements may result in review and could be subject to repayment of the grant.

F. At any time, if the Department finds the Grantee included false information in the advance or final application or as part of the application review, the Department may require the repayment of funds.

G. Grantees are responsible for suballocations meeting all REAP 2.0 requirements.

H. Examples of a breach of this Agreement:

1) Grantee's failure to comply with any term or condition of this Agreement.

2) Use of, or permitting the use of, grant funds provided under this Agreement for any ineligible costs or for any activity not specified and approved under this Agreement.

3) Any failure to comply with the deadlines set forth in this Agreement unless approved by the Program Manager in writing.

I. The Department may, as it deems appropriate or necessary, require the repayment of funds from a Grantee, or pursue any other remedies available to it by law for failure to comply with all REAP 2.0 Program requirements.

J. In addition to any other remedies that may be available to the Department in law or equity for breach of this Agreement, the Department may at its discretion, exercise a variety of remedies, including but not limited to:

1) Revoke existing REAP 2.0 award(s) to the Grantee;

2) Require the return of unexpended REAP 2.0 funds disbursed under this Agreement;

EXHIBIT D

3) Require repayment of REAP 2.0 Funds disbursed and expended under this agreement;

4) Seek a court order for specific performance of the obligation defaulted upon, or the appointment of a receiver to complete the obligations in accordance with the REAP 2.0 Program requirements; and

5) Other remedies available at law, by and through this Agreement. All remedies available to the Department are cumulative and not exclusive.

6) The Department may give written notice to the Grantee to cure the breach or violation within a period of not less than 15 days.

K. The Grantee may be subject to amendment of this section as a result of subsequent applications and awards.

5. **Reporting**

A. At any time during the term of the Agreement, the Department may request a performance report that demonstrates satisfaction of all requirements identified in the Agreement with emphasis on eligible activities, eligible uses, and expenditures according to timelines and budgets referenced in the Agreement.

B. Grantees shall submit a report, in the form and manner prescribed by the Department, to be made publicly available on its website, by April 1 of the year following the receipt of those funds, and annually thereafter until those funds are expended, that contains the following information:

1) The status of the Proposed Uses and expenditures listed in the Grantee's advance and full applications for funding and progress of each Proposed Use toward all the objectives of the REAP 2.0 program as provided in the Guidelines and explained in the applications.

2) An explanation and quantification, where appropriate, of the progress achieved toward all of the objectives of the REAP 2.0 program, barriers and solutions for each Proposed Use that is consistent with and incorporates the metrics in the full application, including, but not limited to:
   a) Housing units accelerated,
   b) Reductions in Vehicle Miles Traveled Per Capita,
   c) Location of investment,
   d) Socioeconomic statistics about the impacted geography, and

EXHIBIT D

e) Regional impact explanation

The report must identify whether Proposed Uses overlap with other programs that share the same objectives as REAP 2.0. The Grantee should also identify any measurement challenges that persist and highlight any administrative barriers that prevent it from obtaining the information it needs to perform better analysis of progress made achieving REAP 2.0 Objectives and make adjustments to the extent possible in subsequent reporting years.

3) All status and impact reports shall be categorized based on the eligible uses specified in Section 50515.08 of the Statute.

C. Grantees shall post, make available, and update, as appropriate on its internet website, land use maps and Vehicle Miles Traveled generation maps produced in the development of its adopted SCS, as applicable.

D. Grantees shall collaborate and share progress, templates, and best practices with the Department and fellow recipients in implementation of funds. To the greatest extent practicable, Grantees shall coordinate with other Eligible Entities in the development of applications, consider potential for joint activities, and seek to coordinate Housing and transportation planning across regions.

E. Upon completion of all deliverables within the Agreement, the Grantee shall submit a close out report in a manner and form prescribed by the Department.

1) Grantee may include a line item for advance payment or reimbursement, as part of its administrative costs, for its final report that is due by December 31, 2026. Funding requests for final reports must be submitted no later than March 31, 2026.

6. **Indemnification**

Neither the Department nor any officer, employee or designee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted by the Grantee, its officers, employees, agents, its contractors, its sub-recipients or its subcontractors under or in connection with any work, authority or jurisdiction conferred upon the Grantee under this Agreement, Guidelines or Statute. It is understood and agreed that the Grantee shall fully defend, indemnify and save harmless the Department and all of the Department's staff from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortuous,

EXHIBIT D

contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by the Grantee, its officers, employees, agents, contractors, sub-recipients, or subcontractors under this Agreement, Guidelines or Statute.

7. **Waivers**

No waiver of any breach of this Agreement shall be held to be a waiver of any prior or subsequent breach. The failure of the Department to enforce at any time the provisions of this Agreement, or to require at any time, performance by the Grantee of these provisions, shall in no way be construed to be a waiver of such provisions nor to affect the validity of this Agreement or the right of the Department to enforce these provisions.

8. **Relationship of Parties**

It is expressly understood that this Agreement is an agreement executed by and between two independent governmental entities and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

9. **Third Party Contracts**

A. All state-government funded procurements must be conducted using a fair and competitive procurement process. The Grantee may use its own procurement procedures as long as the procedures comply with all City/County laws, rules and ordinances governing procurement, and all applicable provisions of California state law.

B. Any contract entered into as a result of this Agreement shall contain all the provisions stipulated in this Agreement and shall be applicable to the Grantee's sub-recipients, contractors, and subcontractors. Copies of all agreements with sub-recipients, contractors, and subcontractors shall be submitted to the Department's program manager.

C. The Department does not have a contractual relationship with the Grantee's sub-recipients, contractors, or subcontractors, and the Grantee shall be fully responsible for monitoring and enforcement of those agreements and all work performed thereunder.

EXHIBIT D

10. **Compliance with State and Federal Laws, Rules, Guidelines and Regulations**

A. The Grantee agrees to comply with all state and federal laws, rules and regulations that pertain to construction, health and safety, labor, fair employment practices, equal opportunity, and all other matters applicable to the grant, the Grantee, its contractors or subcontractors, and any other grant activity.

B. During the performance of this Agreement, the Grantee assures that no otherwise qualified person shall be excluded from participation or employment, denied program benefits, or be subjected to discrimination based on race, color, ancestry, national origin, sex, gender, gender identity, gender expression, genetic information, age, disability, handicap, familial status, religion, or belief, under any program or activity funded by this contract, as required by Title VI of the Civil Rights Act of 1964, the Fair Housing Act (42 USC 3601-20) and all implementing regulations, and the Age Discrimination Act of 1975 and all implementing regulations.

C. The Grantee shall include the nondiscrimination and compliance provisions of this clause in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements that each of them in turn include the nondiscrimination and compliance provisions of this clause in all contracts and subcontracts they enter into to perform work under the REAP 2.0 Program.

D. The Grantee shall, in the course of performing project work, fully comply with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

E. The Grantee shall adopt and implement affirmative processes and procedures that provide information, outreach and promotion of opportunities in the REAP project to encourage participation of all persons regardless of race, color, national origin, sex, religion, familial status, or disability. This includes, but is not limited to, a minority outreach program to ensure the inclusion, to the maximum extent possible, of minorities and women, and entities owned by minorities and women, as required by 24 CFR 92.351.

EXHIBIT D

11. **Litigation**

A. If any provision of this Agreement, or an underlying obligation, is held invalid by a court of competent jurisdiction, such invalidity, at the sole discretion of the Department, shall not affect any other provisions of this Agreement and the remainder of this Agreement shall remain in full force and effect. Therefore, the provisions of this Agreement are, and shall be, deemed severable.

B. The Grantee shall notify the Department immediately of any claim or legal action undertaken by or against it, which affects or may affect this Agreement or the Department and shall take such action with respect to the claim or legal action consistent with the terms of this Agreement and the interests of the Department.

12. **Changes in Terms/Amendments**

A. The Grantee may be subject to amendments to this section as a result of subsequent applications and awards.

B. This Agreement may only be amended or modified by mutual written agreement of both parties.

13. **State-Owned Data**

A. Definitions

1) Work:

The work to be directly or indirectly produced by the Grantee, its employees, or by and of the Grantee's contractor's, subcontractor's and/or sub-recipient's employees under this Agreement.

2) Work Product:

All deliverables created or produced from Work under this Agreement including, but not limited to, all Work and deliverables conceived or made or, hereafter conceived or made, either solely or jointly with others during the term of this Agreement and during a period of six months after the termination thereof, which relates to the Work commissioned or performed under this Agreement, are considered Work Product. Work Product includes all deliverables, inventions, innovations, improvements, or other works of authorship Grantee and/or Grantee's contractor subcontractor

EXHIBIT D

and/or sub-recipient may conceive of or develop in the course of this Agreement, whether or not they are eligible for patent, copyright, trademark, trade secret or other legal protection.

B. Sharing of Work Product and Rights

All Work Product shall be shared with the Department and its partners for various purposes, including education, outreach, transparency and future learning.

14. **Special Conditions**

The State reserves the right to add any special conditions to this Agreement it deems necessary to assure that the policy and goals of the Program are achieved.

Madera County Transportation Commission

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2025-26 Overall Work Program & Budget (OWP) – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

SUMMARY:

Included in your package is Amendment No. 1 of the FY 2025-26 Overall Work Program & Budget. The revised Budget is $4,525,586 (a $197,632 increase from the previously approved budget). The amendment reflects changes due to the following:

- Recognition of recently awarded competitive Sustainable Transportation Planning Grant (Work Element 908);
- Recognition of recently approved contracts for lobbying consultant and Executive Director;
- Added funds to budget to update the MCTC website;
- Changed staff assigned hours to work elements, and
- Adjustments to some of the line-items.

The amendment is recognized in the following accounts:
Revenues – (Increase $197,632)

- SB -1 Sustainable Transportation Competitive – Increase $179,804
- TDA Carryover – Increase $27,000
- SB 125 Transit Funding – Decrease $13,971
- Member Assessment Fees – Increase $9,444
- Reserve – Decrease $4,645

Salaries & Benefits – (Increase $2,632)

- Salaries – Increase $2,139
- 401 (a) – Increase 321

- Medicate – Increase $32
- Workers Compensation – Increase $10
- Health – Increase $130

Indirect Costs – (Increase $18,000)

- Conference/Training/Education – Decrease $1,000
- Telephone/Internet/Website – Increase $6,000
- Website – Increase $13,000

Other Direct Costs – (Increase $177,000)

- Consultant (SB-1 Planning Grant) – Increase $190,000
- Consultant (Lobbying & Intergovernmental) – Increase $9,000
- Consultant (Transit) – Decrease $20,000
- MCTA Conference/Travel – Decrease $2,000

Changes were made to all Work Elements except WE 102.1 – REAP 2.0, WE 104 – Oakhurst Multimodal Mobility Study, WE 106 – Sustainable Communities Strategy Development FY 23-24, WE 106.1 – Sustainable Communities Strategy Development FY 24-25, WE 106.2 – Sustainable Communities Strategy Development FY 25-26, WE 107 – VTRANSFRM Study, and WE 201 – Transit.

FISCAL IMPACT:

An increase of $197,632 to the previously approved 2025-26 Overall Work Program and Budget.

OVERALL WORK PROGRAM
Fiscal Year 2025-2026

Amendment No. 1 July 23, 2025

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

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

Performance Monitoring Measures

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

California Planning Emphasis Areas

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

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

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

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

PM 1: HSIP and Safety Performance
PM 2: Pavement and Bridge Condition Performance
PM 3: System Performance/Freight/GHG reduction/CMAQ Performance

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .49

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

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant (PEIR)	75,000
MCTA			
FHWA-PL FY 24-25	46,519		
FHWA-PL FY 25-26	19,878		
FTA-Section 5303			
STIP – PPM	8,603		
Other			
Subtotal	75,000	Subtotal	75,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	179,499
MCTA			
FHWA-PL FY 24-25			
FHWA-PL FY 25-26	158,910		
FTA-Section 5303			
STIP – PPM	20,589		
Other			
Subtotal	179,499		
Total:	**254,499**	**Total:**	**254,499**

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

Objective

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

Discussion

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

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

Project Stakeholders

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

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

Overall Project Objectives

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

The project's objectives are as follows:

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

Previous Work

New project

Current Work Products FY 2025-2026

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

Future Work Products

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

Tasks

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

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

FTE: .05

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

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF	21,793	Consultant	190,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Competitive)	168,207		
Subtotal	190,000	Subtotal	190,000
MCTC Staff:		MCTC Staff:	
LTF	1,503	Direct Wages/Benefits:	13,100
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Competitive)	11,597		
Subtotal	13,100		
Total:	**203,100**	**Total:**	**203,100**

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

Work Element 202 Rail

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .09

202 Rail

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	35,344	Direct Wages/Benefits plus Indirect:	35,344
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	35,344		
Total:	**35,344**	**Total:**	**35,344**

Work Element 301 Active Transportation and Complete Streets Planning – CS

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .23

301 Active Transportation Planning – CS

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	83,565
MCTA			
FHWA-PL	54,021		
Complete Streets-PL	19,959		
FTA-Section 5303			
STIP – PPM (Match)	9,585		
Other			
Subtotal	83,565		
Total:	**83,565**	**Total:**	**83,565**

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

Objective

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

Discussion

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

State Route 99 Coordination

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

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

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

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

Origin/Destination and Fiscal Impact Study

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

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

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

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

State Route 99 Comprehensive Multimodal Corridor Plan

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

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

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

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

Trade Port California

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

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

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

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

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

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

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

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

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

California Freight Mobility Plan 2023

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

Previous Work

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

Product

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

Tasks

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

FTE: .11

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	4,839	Direct Wages/Benefits plus Indirect:	42,190
MCTA			
FHWA-PL FY 25-26	37,351		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	42,190		
Total:	**42,190**	**Total:**	**42,190**

Work Element 501 Transportation Program Development

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .47

501 Transportation Program Development

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	20,236	Direct Wages/Benefits plus Indirect:	176,425
MCTA			
FHWA-PL	156,189		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	176,425		
Total:	**176,425**	**Total:**	**176,425**

Work Element 502 Project Coordination and Financial Programming

Objective

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

Discussion

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .13

502 Project Coordination and Financial Programming

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	38,233
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	38,233		
Other			
Subtotal	38,233		
Total:	**38,233**	**Total:**	**38,233**

Work Element 601 Travel Demand Model Management

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .19

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	2,695	On-call Consultant(s)	20,000
MCTA		Traffic Model Support	3,500
FHWA-PL FY 24-25	20,805		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	23,500	Subtotal	23,500

MCTC Staff:		MCTC Staff:	
LTF	8,537	Direct Wages/Benefits plus Indirect:	74,428
MCTA			
FHWA-PL FY 25-26	65,891		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	74,428		
Total:	**97,928**	**Total:**	**97,928**

Work Element 602 Air Quality Modeling

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

- 2008 and 2015 Ozone Standard
- PM-10 Standard
- 1997 24-Hour PM2.5 Standard
- 1997 Annual PM2.5 Standard
- 2006 PM2.5 Winter 24-Hour Standard
- 2012 Annual PM2.5 Standard (Moderate)

Previous Work

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

Product

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

Tasks

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

FTE: .22

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL FY 24-25	7,968		
FTA-Section 5303			
STIP – PPM (Match)	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	84,745
MCTA			
FHWA-PL FY 25-26	75,025		
FTA-Section 5303			
STIP – PPM (Match)	9,720		
Other			
Subtotal	84,745		
Total:	**93,745**	**Total:**	**93,745**

Work Element 603 GIS and Mapping Resources

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .37

603 GIS and Mapping Resources

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF		GIS Support	8,500
MCTA			
FHWA-PL FY 24-25	7,525		
FTA-Section 5303			
STIP – PPM	975		
Other			
Subtotal	8,500	Subtotal	8,500
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	130,102
MCTA			
FHWA-PL FY 25-26	115,179		
FTA-Section 5303			
STIP – PPM (Match)	14,923		
Other			
Subtotal	130,102		
Total:	**138,602**	**Total:**	**138,602**

Work Element 604 Performance Management and Data Development

Objective

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

Discussion

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

PM 1: HSIP and Safety Performance
PM 2: Pavement and Bridge Condition Performance
PM 3: System Performance/Freight/CMAQ Performance

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

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

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

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

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

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

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

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

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

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

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

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

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM2 Second Performance Period 2022-2026.
7. Established PM2targets for the region.

Product

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

Tasks

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

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

FTE: .14

604 Performance Management and Data Development

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	5,602	Direct Wages/Benefits plus Indirect:	48,839
MCTA			
FHWA-PL FY 25-26	43,237		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	48,839		
Total:	**48,839**	**Total:**	**48,839**

Work Element 605 Regional Traffic Monitoring Program

Objective

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

Discussion

MCTC uses software to track how vehicles move on different road sections and intersections. Based on this data, they develop the Traffic Monitoring Program report. Staff also sets up a regular four-year program to count traffic, with guidance from local agencies to choose which locations to monitor, focusing on areas with a high of growth and other locally-important factors.
MCTC entered into an agreement for StreetLight Data services to support the regional traffic monitoring program. StreetLight metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies and is utilized by several State transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT.

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

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

MCTC staff participate in StreetLight Data software training as needed.

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

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

Product

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

Tasks

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

FTE: .04

605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Traffic Count Software License	15,000
MCTA			
FHWA-PL FY 24-25	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000	Subtotal	15,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	14,135
MCTA			
FHWA-PL FY 25-26	12,514		
FTA-Section 5303			
STIP – PPM (Match)	1,621		
Other			
Subtotal	14,135		
Total:	**29,135**	**Total:**	**29,135**

Work Element 701 Public Participation Program

Objective

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

Discussion

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

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

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

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

MCTC staff created a list of organizations representing low-income, minority, environmental justice, disadvantaged communities, as well as Native American, older adults, and persons with disabilities. This helps to better focus on these traditionally underserved populations, including the older adults, persons with disabilities, low-income, African American, Hispanic, Asian American, Alaskan Native, and Pacific Islander communities.
MCTC staff updated the Public Participation Plan (PPP) in 2023 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .14

701 Public Participation Program

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL 24-25	23,903	SJV Website	1,000
FTA-Section 5303		Other Outreach Costs	19,000
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
MCTC Staff:		MCTC Staff:	
LTF	5,211	Direct Wages/Benefits plus Indirect:	45,435
MCTA			
FHWA-PL 25-26	40,224		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	45,435		
Total:	**72,435**	**Total:**	**72,435**

Work Element 801 Transportation Development Act

Objective

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

Discussion

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .41

801 Transportation Development Act

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF	30,000	Audits	18,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	9,000
STIP - PPM			
Other			
Subtotal	30,000	Subtotal	30,000
MCTC Staff:		MCTC Staff:	
LTF	90,780	Direct Wages/Benefits plus Indirect:	90,780
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	90,780		
Total:	**120,780**	**Total:**	**120,780**

Work Element 802 Senate Bill 125 Transit Program

Objective

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

Discussion

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

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

Previous Work

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

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

Product

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

Tasks

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

FTE: 0.04

802 SB 125 Transit Program

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF		Consultant (Transit Planning)	140,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	140,000		
Subtotal	140,000	Subtotal	140,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	16,134
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	16,134		
Subtotal	16,134		
Total:	**156,134**	**Total:**	**156,134**

Work Element 901 Lobbying

Objective

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

Discussion

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

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

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

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

FTE: .13

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant(s)	101,000
MCTA		Other Costs	12,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	113,000		
Subtotal	113,000	Subtotal	113,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	21,544
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	21,544		
Subtotal	21,544		
Total:	**134,544**	**Total:**	**134,544**

Work Element 902 Other Activities

Objective

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

Discussion

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

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

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

CalVans

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

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

Freeway Service Patrol

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

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

Freeway Service Patrol Background

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

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

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

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

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

Services provided by the FSP include:

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

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

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

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

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

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

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

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

Intelligent Transportation Systems (ITS)

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

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

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

Zero Emission Planning

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

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

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

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

Broadband Access

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .28

902 Other Activities

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF	27,550	Board Costs and Other Expenses	27,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	27,550	Subtotal	27,550
MCTC Staff:		MCTC Staff:	
LTF	82,049	Direct Wages/Benefits plus Indirect:	104,216
Reserves (Local)	22,167		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	104,216		
Total:	**131,766**	**Total:**	**131,766**

Work Element 1001 Overall Work Program

Objective

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

Discussion

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

Previous Work

MCTC Overall Work Program and Budget.

Product

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

Tasks

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

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

FTE: .17

1001 Overall Work Program

REVENUE BY SOURCE		**EXPENDITURES**	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	45,398
Reserves (Local)	45,398		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM (Match)			
Other			
Subtotal	45,398		
Total:	**45,398**	**Total:**	**45,398**

Work Element 1101 MCTA Administration

Objective

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

Discussion

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

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

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

Previous Work

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

Product

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

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

Tasks

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

FTE: .36

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Financial Assistance, Audits, Annual Report	52,000
MCTA	73,000	Conf/Travel/Other Costs	21,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	73,000	Subtotal	73,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	90,615
MCTA	90,615		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	90,615		
Total:	**163,615**	**Total:**	**163,615**

FY 2025-26 Overall Work Program

Funds Available by Revenue Source

	MCTC	Other	Total	MCTC LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive *(For illustrative purposes only)*	FHWA PL	Complete Streets PL	FHWA PL Carryover 24-25	FHWA PL Carryover 23-24	FTA 5303	FTA 5303 Carryover 24-25	Total
Carryover Prior Years				27,000		156,134	0	0	0	0	135,000		*3,450,000*	0	0	120,000	0	0	9,500	**447,634**
Current Year Allocation				366,210	71,180	0	140,000	160,000	107,000	2,025,367	166,292	535,000		778,420	19,959	0	0	69,176	0	**4,438,604**
Carryover to Future Year							(5,456)					(355,196)								**(360,652)**
Total Available Funds	**1,509,480**	**3,016,106**	**4,525,586**	**393,210**	**71,180**	**156,134**	**134,544**	**160,000**	**107,000**	**2,025,367**	**301,292**	**179,804**	***3,450,000***	**778,420**	**19,959**	**120,000**	**0**	**69,176**	**9,500**	**4,525,586**

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Expenditures by Agency / Expenditures by Revenue Source

	Work Element Description	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 24-25	FHWA PL Carryover 23-24	FTA 5303	FTA 5303 Carryover 24-25	Total
101	*Regional Transportation Plan*	179,499	75,000	**254,499**	0						23,164	6,027					178,789		46,519				**254,499**
102.1	*Regional Early Action Planning Grants of 2021 (REAP) 2.0*	73,705	1,951,662	**2,025,367**	0						0		2,025,367				0						**2,025,367**
104	*F Oakhurst Multimodal Corridor Study FY 22-23*		0	**0**	0						0			0		*450,000*	0						**0**
106	*F Sustainable Communities Strategy (SCS) Development FY 23-24*		16,944	**16,944**	1,944						0			15,000			0						**16,944**
106.1	*F Sustainable Communities Strategy (SCS) Development FY 24-25*	1,047	134,500	**135,547**	15,547						0			120,000			0						**135,547**
106.2	*F Sustainable Communities Strategy (SCS) Development FY 25-26*	6,387	181,450	**187,837**	21,545						0			166,292			0						**187,837**
107	*V-TRANSFRM Study*	4,745		**4,745**	4,745						0					*3,000,000*	0						**4,745**
108	*C Regional Climate Adaptation and Resilience Framework FY 25-26*	13,100	190,000	**203,100**	23,296						0				179,804								**203,100**
201	*Transit Planning*	88,869		**88,869**	8,962	1,231					0						0				69,176	9,500	**88,869**
202	*Rail Planning*	35,344		**35,344**	35,344						0						0						**35,344**
301	*Active Transportation Planning - CS*	83,565		**83,565**	0						9,585						54,021	19,959					**83,565**
401	*Highways, Corridors, and Routes of Regional Significance*	42,190		**42,190**	4,839						0						37,351						**42,190**
501	*Transportation Program Development*	176,425		**176,425**	20,236						0						156,189						**176,425**
502	*Project Coordination & Financial Programming*	38,233		**38,233**	0						38,233						0						**38,233**
601	*Travel Demand Model Management*	74,428	23,500	**97,928**	8,537	2,695					0						65,891		20,805				**97,928**
602	*Air Quality Modeling*	84,745	9,000	**93,745**	0						9,720	1,032					75,025		7,968				**93,745**
603	*GIS and Mapping Resources*	130,102	8,500	**138,602**	0						14,923	975					115,179		7,525				**138,602**
604	*Performance Management and Data Development*	48,839		**48,839**	5,602						0						43,237						**48,839**
605	*Regional Traffic Monitoring Program*	14,135	15,000	**29,135**	0	0					1,621	1,720					12,514		13,280				**29,135**
701	*Public Participation Program*	45,435	27,000	**72,435**	5,211	3,097					0						40,224		23,903				**72,435**
801	*Transportation Funds Admininstration*	90,780	30,000	**120,780**	120,780						0						0						**120,780**
802	*SB 125 Transit Program*	16,134	140,000	**156,134**	0			156,134			0						0						**156,134**
901	*Lobbying*	21,544	113,000	**134,544**	0				134,544		0						0						**134,544**
902	*Other Activities*	104,216	27,550	**131,766**	109,599		22,167				0						0						**131,766**
1001	*Overall Work Program*	45,398		**45,398**	0		45,398				0						0						**45,398**
1101	*MCTA Administration*	90,615	73,000	**163,615**	0		3,615			160,000	0						0						**163,615**
	Total Expenditures	**1,509,480**	**3,016,106**	**4,525,586**	**386,187**	**7,023**	**71,180**	**156,134**	**134,544**	**160,000**	**97,246**	**9,754**	**2,025,367**	**301,292**	**179,804**	***3,450,000***	**778,420**	**19,959**	**120,000**	**0**	**69,176**	**9,500**	**4,525,586**
					393,210						**107,000**						**918,379**				**78,676**		

Madera County Transportation Commission
2025-26 Amended Budget
18-Jul-25

Revenues	25-26 Budget	Amend #1	Amended Budget
FHWA PL	$778,420		$778,420
Complete Street PL	$19,959		$19,959
FHWA PL Carryover FY 24-25	$120,000		$120,000
FHWA PL Carryover FY 23-24	$0		$0
FTA 5303	$69,176		$69,176
FTA 5303 Carryover FY 24-25	$9,500		$9,500
FTA 5303 Carryover FY 23-24	$0		$0
STIP Carryover	$0		$0
STIP Planning	$107,000		$107,000
SB-1 Sustainable Transportation C 25-26	$0	$179,804	$179,804
SB-1 Sustainable Transportation F 25-26	$166,292		$166,292
SB-1 Sustainable Transportation F 24-25	$120,000		$120,000
SB-1 Sustainable Transportation F 23-24	$15,000		$15,000
SB-1 Sustainable Transportation F 22-23	$0		$0
REAP Housing 1.0	$0		$0
REAP 2.0	$2,025,367		$2,025,367
TDA Carryover	$0	$27,000	$27,000
TDA Administration	$155,000		$155,000
TDA Planning	$211,210		$211,210
SB 125 Transit Funding Program	$170,105	($13,971)	$156,134
Member Assessment Fees	$125,100	$9,444	$134,544
MCTA Carryover	$0		$0
MCTA	$160,000		$160,000
Reserve	$75,825	($4,645)	$71,180
Total Revenues	**$4,327,954**	**$197,632**	**$4,525,586**
Non-cash information			
Toll Credits (PL)	*$0*		*$0*
Toll Credits (5303)	*$0*		*$0*

Expenses		25-26 Budget		Amended Budget
Salaries & Benefits				
Salaries		$882,859	$2,139	$884,998
Retirement, 401(a)		$126,764	$321	$127,085
FICA, Employer		$53,531		$53,531
Medicare		$12,802	$32	$12,834
Worker's Compensation		$3,620	$10	$3,630
Health		$137,376	$130	$137,506
Unemployment Insurance		$896		$896
Subtotal Salaries & Benefits		**$1,217,848**	**$2,632**	**$1,220,480**
	Direct	$689,876		$690,597
	Indirect	$527,973		$529,883
Indirect Costs				
Admin Consulting Services		$10,000		$10,000
Advertising/Publications		$2,000		$2,000
Auto & Cell Allowance		$4,200		$4,200
Computer Software		$9,000		$9,000
Conference/Training/Education		$8,000	($1,000)	$7,000
Equipment Leases		$9,000		$9,000
Bldg/Equip. Maint. & Repairs		$4,000		$4,000
Insurance		$1,000		$1,000
Janitorial Services		$2,700		$2,700
Legal Services		$20,000		$20,000
MCTC Audit		$27,000		$27,000
Membership Fees		$2,000		$2,000
Miscellaneous		$6,000		$6,000
Office Furniture		$1,300		$1,300
Office Supplies		$6,000		$6,000
Postage		$1,000		$1,000
Rent		$70,000		$70,000
Technology Related Equipment & Repairs		$40,000		$40,000
Telephone/Internet/Website		$20,000	$6,000	$26,000
Travel Expenses		$10,000		$10,000
Utilities		$11,000		$11,000
Valley Coordination		$6,800		$6,800
Website Update		$0	$13,000	$13,000
Subtotal Indirect Costs		**$271,000**	**$18,000**	**$289,000**
Other Direct Costs				
Air Quality (Consultant)		$9,000		$9,000
Board Costs and Other Costs		$39,550		$39,550
Consultant (SB-1 Planning Grant)		$332,894	$190,000	$522,894
Consultant (On-call Public Outreach)		$10,000		$10,000
Consultant (Regional Housing Program)		$0		$0
Consultant (Measure Renewal)		$0		$0
Consultant (Lobbying&Intergovernmental)		$92,000	$9,000	$101,000
Consultant (Transit)		$160,000	($20,000)	$140,000
MCTA Tax Recovery Services		$10,000		$10,000
MCTA Conference(s)/Travel		$8,000	($2,000)	$6,000
MCTA Fin Asst/Audits/Annual Report		$42,000		$42,000
MCTA Project Development		$6,000		$6,000
MCTC TDA Audits		$18,000		$18,000
MCTC TDA Other Admin Costs		$5,000		$5,000
Other MCTA Costs		$9,000		$9,000
Public Participation Program		$20,000		$20,000
REAP 2.0 Agency Pass-through		$1,951,662		$1,951,662
RTP EIR		$75,000		$75,000
RTP/SCS Development		$0		$0
Technical/Modeling On-Call Services		$20,000		$20,000
Traffic Model & GIS Support		$12,000		$12,000
Traffic Monitoring Program		$15,000		$15,000
Translation Services		$4,000		$4,000
0		$0		$0
Subtotal Other Direct Costs		**$2,839,106**	**$177,000**	**$3,016,106**
Total Expenses		**$4,327,954**	**$197,632**	**$4,525,586**
		$0	**$0**	**$0**

MEASURE T
Madera County Transportation Authority

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 9-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Focus on the Future 2025 Conference

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

This year's Focus on the Future 2025 Conference will be held November 9-11, at the Marriott Marquis in San Francisco.

The Focus on the Future conference provides a forum for Self-Help Counties (Measure counties, such as Madera – Measure T), and other transportation agencies, elected officials, and the private sector to share experiences and explore innovative solutions and strategies for advancing California's transportation infrastructure.

Early registration is opening soon. **Please let Sandy Ebersole, on my staff, know if you are interested in attending this year's conference**. MCTC staff will make the appropriate conference and hotel reservation on your behalf. Sandy can be reached at sandy@maderactc.org.

FISCAL IMPACT:

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

MEASURE T
Madera County Transportation Authority

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

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

Enclosure: Yes

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

SUMMARY:

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

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

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

The County placed the Initiative Measure on the November 5, 2025 ballot.

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

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

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

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

Staff recommends to waive the reading and introduce the ordinance by title only.

FISCAL IMPACT:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 2. DEFINITIONS.

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

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

2.03 "Department" means the California Department of Tax and Fee Administration.

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

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

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

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

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

SECTION 3. EXPENDITURE PLAN PURPOSES.

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

SECTION 4. ADMINISTRATIVE EXPENSES.

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

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

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

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

SECTION 5. EFFECTIVE, OPERATIVE AND TERMINATION DATES.

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

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

SECTION 6. CONTRACT WITH STATE.

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

SECTION 7. TRANSACTIONS AND USE TAX RATE.

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

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

SECTION 8. EXPENDITURE PLAN PROCEDURES AND MAINTENANCE OF EFFORT.

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

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

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

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

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

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

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

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

SECTION 9. ORDINANCE PURPOSES.

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

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

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

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

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

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

SECTION 10. ADOPTION OF PROVISIONS OF STATE LAW.

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

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

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

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

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

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

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

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

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

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

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

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

This Ordinance shall be deemed to adopt by reference the provisions of Sections 7261 and 7262, as now in effect or later amended. Such sections shall control to the extent such sections conflict with provisions herein.

SECTION 11. ADDITIONAL PERMIT NOT REQUIRED.

11.01 If a seller's permit has been issued to a retailer under section 6067 of the California Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

SECTION 12. EXEMPTIONS AND EXCLUSIONS.

12.01 The amount subject to tax pursuant to this Ordinance shall not include the amount of sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, or the amount of any state-administered transactions or use tax.

12.02 There are exempted from the transactions tax portion of the transactions and use tax authorized pursuant to this Ordinance:

12.02.01. The gross receipts from the sale of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of the aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

12.02.02. The sales of property to be used outside the County which are shipped to a point outside the County, pursuant to the contract of sale, by delivery to that point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point.

a. For purposes of this Ordinance, "delivery" of vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code shall be satisfied by (i) registration to an out-of-County address; and, (ii) by a declaration under penalty of perjury, signed by the buyer, stating that the address is, in fact, his or her principal place of residence.

b. For purposes of this Ordinance, "delivery" of commercial vehicles shall be satisfied by (i) registration to a place of business out of County; and, (ii) a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

12.02.03. The sale of tangible personal property is exempt from the tax authorized by this Ordinance if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance.

12.02.04. A lease of tangible personal property which is a continuing sale of that property is exempt from the tax authorized by this Ordinance for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the Operative Date of this Ordinance.

12.02.05. For purposes of Section 12.02 subparagraphs C and D, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not that right is exercised.

12.03 There are exempted or excluded from the use tax portion of the transactions and use tax authorized pursuant to this Ordinance:

12.03.01. Except as provided in B, A retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

12.03.02. “A retailer engaged in business in the County” shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer is required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

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

12.03.04. The storage, use, or other consumption of tangible personal property, other than fuel or petroleum products, purchased by operators of aircraft, and used or consumed by the operators directly and exclusively in the use of the aircraft as common carriers of person or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government is exempt from the use tax. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the California Revenue and Taxation Code.

12.03.05. The storage, use, or other consumption in the County of tangible personal property is exempt from the tax if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance.

12.03.06. The possession of, or the exercise of any right or power over, tangible personal property under a lease which is a continuing purchase of the property is exempt from tax for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease entered into prior to the Operative Date of this Ordinance.

12.03.07. For the purposes of subsections 12.03.05 and 12.03.06, the storage, use, or other consumption of, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not the right is exercised.

12.03.08. Any person subject to use tax under this Ordinance may credit against that tax or any transactions tax, or to reimbursement for a transactions tax paid to a district or retailer in a district imposing a transactions and use tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code.

SECTION 13. PLACE OF SALE.

13.01 For the purposes of this Ordinance, all retail transactions are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out- of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated for the purpose of a transaction tax imposed by this Ordinance shall be determined under rules and regulations to be prescribed and adopted by the Department.

SECTION 14. BONDING AUTHORITY.

14.01 The Authority shall have the power to sell or issue, at any time, and from time to time, limited tax bonds or other obligations payable from and secured by the proceeds from the sales tax authorized by this Ordinance to finance and refinance the transportation projects identified in the Expenditure Plan.

14.02 The maximum bonded indebtedness which may be outstanding at any one time shall be an amount equal to the sum of the principal of, and interest on, the bonds, but not to exceed the estimated proceeds of the tax. The amount of bonds outstanding at any one time does not include the amount of bonds, refunding bonds, or bond anticipation notes for which funds necessary for the payment thereof have been set aside for that purpose in a trust or escrow account.

SECTION 15. AMENDMENTS TO EXPENDITURE PLAN.

15.01 The Authority may annually review and propose amendments to the Expenditure Plan to provide for the use of additional federal, state, and local funds, to account for unexpected

revenues, or to take into consideration unforeseen circumstances. The Authority may not amend the sales tax revenue allocations by category set forth in the Expenditure Plan as the allocations may be amended only if two-thirds majority of the electors vote to approve.

15.02 Amendments to the Expenditure Plan must be passed by a two-thirds majority vote of the Authority board's total membership by a roll call vote entered in the minutes of the Authority following a noticed, public hearing of the Authority. Notice of the public hearing shall be published pursuant to Government code section 6062. Subsequently, the Authority shall notify the Board of Supervisors, the City Council of each city in the county and provide each with a copy of the proposed amendment(s). Pursuant to Public Utilities Code section 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, the Authority shall hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.

15.03 In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's governing body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Expenditure Plan will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

15.04 The Expenditure Plan shall be updated by the Authority every five years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board and as reflected in its current Madera County Regional Transportation Plan. Any changes to the Expenditure Plan must be adopted with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority.

SECTION 16. AMENDMENTS TO THIS ORDINANCE.

16.01 This Ordinance may be amended to further its purposes. The Authority shall establish a process for proposed Ordinance amendment(s) which ensures that the Authority committees established by this Ordinance participate in the development of the proposed Ordinance amendment(s).

16.02 Upon completion of that process, amendment(s) to this Ordinance must be passed by a two- thirds majority of the Authority board's total membership by a roll call vote entered in the minutes of the Authority. The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062.

16.03 In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's policy decision-making body must, by a majority vote, determine

to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

SECTION 17. AUTHORITY COMMITTEES.

17.01 The following committee structure is established to advise the Authority in the administration of the Expenditure Plan and this Ordinance:

17.02 An independent Measure T Citizens Oversight Committee is to be established to review the independent fiscal audits of the expenditure of the tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Board of the Authority. The Measure T Citizens Oversight Committee is responsible for oversight of the proper use of sales tax funds and implementation of the programs and projects set forth in the Expenditure Plan and making recommendations to the Board of the Authority. The committee is not a policy making body. The Measure T Citizens Oversight Committee shall consist of one representative from each of the five Supervisorial Districts in the County plus an alternate. Members of the Measure T Citizens Oversight Committee shall not be members of any other Authority or MCTC/MCTA committee(s). They may not be current or former employees of the County of Madera or the Cities of Chowchilla or Madera with less than three years of separation of employment.

17.03 The Measure T Oversight committee will meet a minimum of four times each year to review quarterly revenue generated by Measure T and expenditures made by the City of Madera, the City of Chowchilla, the County of Madera, and the Madera County Transportation Authority using Measure T funds; however, they may call additional meetings.

SECTION 18. STATUTORY AMENDMENTS.

18.01 All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

SECTION 19. CREATION OF SEPARATE ACCOUNT.

19.01 All retail transactions and use tax revenue, plus interest, will be deposited in a special fund for the projects identified in the Expenditure Plan. The fund(s) authorized under this Ordinance will be administered by the Authority.

19.02 The Authority shall allocate funds to projects and programs identified in the Expenditure Plan as necessary to meet contractual and program obligations. The Authority may allocate funds as described but may reserve the right not to disburse monies until needed to meet contractual project or program obligations. Each agency receiving funds from this Ordinance shall deposit said funds in a separate interest-bearing account. Any interest earned on funds allocated pursuant to this Ordinance shall be expended only for those purposes for which the funds were allocated or shall be returned to the Authority. The Authority reserves the right to audit such accounts.

SECTION 20. CALIFORNIA ENVIRONMENTAL QUALITY ACT.

20.01 This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Prior to the commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed.

SECTION 21. IMPLEMENTING ORDINANCES.

21.01 Upon approval of this Ordinance by the voters, the Authority may, in addition to the local rules required to be provided pursuant to this Ordinance, adopt implementing ordinances, rules and administrative procedures, and take such other actions as may be necessary and appropriate to carry out its responsibilities to implement the Expenditure Plan.

SECTION 22. DESIGNATION OF FACILITIES.

22.01 Each project or program in excess of $250,000 funded in whole or in part by revenues from this Ordinance shall be clearly designated in writing by signs and/or documents, during its construction or implementation as being funded by revenues from this Ordinance.

SECTION 23. CONTRACTING FOR PROJECT DELIVERY.

23.01 The Authority shall have the power to contract for project delivery of any project or program of the Expenditure Plan if all of the jurisdictions affected by the project agree and if the Authority finds that:

23.01.01. The project could be delivered faster under a contract issued by the Authority; or

23.01.02. A contract by the Authority would provide economies of scale and reduce project costs.

SECTION 24. ANNUAL REPORT.

24.01 An annual report identifying the actions and accomplishments of the Authority in meeting the adopted Expenditure Plan will be prepared by the Authority not later than 180 days following receipt of the fiscal year audit. The report will detail the amount of funds collected and expended and the status of projects required or authorized to be funded for the purposes of this Ordinance.

SECTION 25. SEVERABILITY.

25.01 If any section, part, provision, clause or phrase of this Ordinance or the application thereof to any person or circumstances is for any reason held invalid or unconstitutional, the remaining portions of this Ordinance and the application of such provisions to other persons or circumstances shall not be affected but shall remain in full force and effect.

SECTION 26. ANNUAL APPROPRIATIONS LIMIT.

26.01 Article XIIIB of the California Constitution requires the establishment of an annual appropriations limit for certain governmental entities. The maximum annual appropriations limit for the Authority has been established as $30 million. The appropriations limit shall be subject to adjustment as provided by law. All expenditures of the retail transaction and use tax revenues authorized pursuant to this Ordinance are subject to the appropriations limit of the Authority.

SECTION 27. ENJOINING COLLECTION FORBIDDEN.

27.01 No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code, or Division 19(commencingwithSection180000) of the California Public Utilities Code, of any tax or any amount of tax required to be collected.

SECTION 28. CAPTIONS.

28.01 The titles and headings to the sections set forth in this Ordinance are not part of this Ordinance and shall have no effect upon the construction or interpretation of any part hereof.

The foregoing Ordinance was Introduced on July 23, 2025 and adopted this ____ day of ____ 2025, by the following vote:

Commissioner Rodriguez, Chair, voted: _____

Commissioner Poythress, Vice-Chair voted: _____

Commissioner Ahmed voted: _____

Commissioner Macaulay voted: _____

Commissioner Rogers voted: _____

Commissioner Zacharia voted: _____

_____
Chair, Madera County 2006 Transportation Authority

_____
Executive Director, Madera County 2006 Transportation Authority

Approved as to legal form
Authority Counsel

_____

EXHIBIT "A"

Measure T Expenditure Plan

Madera County voters are being asked to renew Measure T as a 20-year, ½ cent sales tax to continue to maintain and improve local streets and roads and the overall transportation systems.

The 2024 Measure T Expenditure Plan ("Plan") was developed through a comprehensive public outreach program that asked residents to identify their priorities for future transportation programs and projects. The plan was developed by the Measure T Steering Committee which met between October 2023 and April of 2024. Four members from each supervisorial district were independently selected based on applications submitted.

Outreach included:

- Development of a Measure T website with all information relevant to past expenditures, plans, and impacts of Measure T on the County and the Cities of Chowchilla and Madera.
- More than 30 meetings with community organizations and leaders representing diverse viewpoints.
- A series of nine Town Hall Public Meetings.
- Online engagement, including the use of a participatory budgeting tool.
- Mailer to all County residents and businesses.
- Print ads in local newspapers promoting engagement opportunities.
- Social media ads and posts promoting engagement opportunities.

Additionally, two statistically valid telephone polls of all County residents were conducted. The renewal of Measure T will:

- Generate approximately $22 million per year based on ½ cent sales tax for an estimated total of $440 million throughout the measure's lifetime.
- Be used for LOCAL projects and LOCAL priorities, prohibiting Sacramento from taking possession of these funds.
- Allow local jurisdictions to continue to compete for State and Federal grants and leverage funds, thereby increasing revenues.
- Deliver an Expenditure Plan with an increased emphasis on local streets and roads maintenance; and
- Include a Citizens Oversight Committee (COC) to ensure projects and programs in the Plan are funded and/or complete

The Expenditure Plan

Revenue Estimates and Distribution

Over the 20-year plan, it is estimated that $440 million will be generated for local transportation investments. The estimated $440 million was calculated based on a five-year average of sales tax revenues throughout the county, which was then reduced to reflect a conservative estimate.

The estimated revenue and allocation among categories are based on the 2024 value of money and are not binding or controlling. Transportation sales tax funds shall be allocated based on the percentage of revenue received.

This funding will serve as an investment that will leverage future local, State, and Federal grant opportunities. Funds will be used for all phases of project implementation, including planning, environmental, permits, design, right-of-way, and/or construction capital and operations projects. State and Federal fund sources that may also be used to implement transportation projects and programs in the next decade include the State Regional Transportation Improvement Program (STIP), Inter-Regional Transportation Improvement Program (ITIP), Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law, [BIL]), Federal Congestion Mitigation Air Quality, Regional Surface Transportation Funds, and Local Funding (e.g., developer fees, general funds, and Transportation Development Act funds.

All revenue estimates and allocations in this Plan are for illustrative purposes. Actual net revenues may fall above or below the projections in the Expenditure Plan; therefore, actual revenue allocations to each category will be based on the percentages contained herein.

No revenue generated from this tax shall be used to replace fair share contribution from new development.

Revenues provided from this measure shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial, or industrial development in Madera County or its cities.

Maintaining Local Transportation Funding Efforts

The local jurisdictions will certify in an annual verification submitted to Madera County Transportation Authority (MCTA) that these transportation funds will be used to augment and not supplant local resources spent. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in the Ordinance will be used.

Eligibility Verification

The cities and County will select transportation projects that meet the eligibility criteria identified in this Plan. The local jurisdictions will certify in the annual verification submitted to the MCTA that these transportation funds were used for eligible expenses.

Local Streets and Roads, 80% with 10% Set Aside for Disadvantaged Communities $352 Million Total with $35.2 Million for Disadvantaged Communities

Recognizing that streets are the backbone of our transportation system, this Plan provides funds to local cities and Madera County, distributed primarily based on population adjusted annually based on Census Data from the State Department of Finance.

Each jurisdiction will annually identify specific streets and roads that will be prioritized for repair and/or refurbishment and hold annual public meetings to review the proposed plan prior to adoption by the local jurisdiction and the MCTA board.

Each jurisdiction shall have the flexibility to allocate funds based on the unique needs of its communities to address:

- Local Street and Road Maintenance
- Evacuation Planning
- Safe Routes to School
- Bike and Pedestrian/Active Transportation Definition of Local Streets and Roads

Local Streets and Roads include roads that primarily serve local and regional traffic in the City and County areas, including Local neighborhood/residential streets, Major/Minor Collectors, Principal/Minor Arterials, and Local Expressways, as well as local alley ways.

- These funds may be used for:
- Repair and maintenance of local roadways. These funds must be used to augment current transportation spending and cannot be used to replace a local jurisdiction's general fund expenditures.
- Upgrades to local intersections, road widening, signalization, bridge replacements and/or traffic calming methods.
- Projects that include local connectivity between communities, local schools, trails, and recreation facilities.
- Evacuation planning and preparedness.
- Maintaining, improving, or constructing streets, roads, bridges, and bicycle and pedestrian facilities.
- Community enhancements, such as downtown streetscapes, transportation enhancements, wayfinding, and accessibility improvements, street lighting, street furniture, and trees.
- Safety improvements.
- Programs that reduce transportation demand.
- Storm damage repair to transportation facilities.
- Roadway facilities.
- Traffic signal coordination, intersection and channelization, and traffic management.
- Alleys, pathways, and other routes.
- Stormwater collection management to prevent roadway flooding, prioritizing locations of historic flooding and/or washouts.
- Funds may be used for regional or transit projects as defined in the plan at the discretion of the jurisdiction.

Definition of Disadvantaged Communities

For purposes of this measure, MCTA will use screening from the US Climate and Economic Justice Screening tool (CEJST). The tool uses datasets as indicators of burdens. The burdens are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Jurisdictions may also use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collector.

Regional Projects, 14.5%
$63.8 Million

These funds will be used for planning, project development, right-of-way, and/or construction of major corridor capital projects. Proposed regional projects may be at different stages of implementation. All proposed projects will have been included in the most recently adopted MCTC Regional Transportation Plan. Local jurisdictions will submit projects for consideration and/or approval by the MCTA Board.

Transit, 4%
$17.6 Million

Funds will be used for public transit operations, maintenance, and infrastructure improvements. They may also supplement local, state, and federal funds for cost of transit service. These funds will be allocated by population to public transit providers to support or enhance public transit service throughout the region. This may include increasing frequency of service, identifying new routes, and/or investing in ride sharing services. These funds may be used for specialized need-based door-through-door transportation and other services for all residents including students, seniors, veterans, and persons with disabilities.

1.5% Administrative Expense Cap
$6.6 Million

These funds may be used for the following tasks:

- Contracting with an independent financial auditor to review all annual Measure T revenues and expenses.
- Contracting with any additional auditor, consultant, etc. to perform additional reviews as needed.
- Maintenance of a Measure T specific website which will include information regarding the actions of the COC and updates as to how Measure T funds were used by local agencies.
- Staffing and support for the COC, including agendas, staff reports, minutes, and financial statements.
- General public outreach and support to provide transparency regarding Measure T expenditures and work performed by the jurisdictions.

- An annual bilingual report to include investments made by each jurisdiction using Measure T funds, including specific projects, tasks, or work performed:
    - Including project status (completions, milestones)
    - Specific references to actual investments made by jurisdiction, by project, and by location.
- Any other required or necessary administrative task.
- Reimbursement for travel to and from COC meetings at the current Federal rate for mileage and public transit.
- Relevant training for members.

Expenditures on staff salaries, wages, benefits, and overhead necessary to administer the program will be limited to no more than one percent (1%) of the annual gross revenues provided by the measure.

Safeguards Built Into The Plan

This Expenditure Plan includes taxpayer safeguards to ensure that the projects and programs allowed by voters are funded and delivered.

Citizens Oversight Committee (COC)

An independent Citizens Oversight Committee will be created to provide an enhanced level of accountability for expenditures made under the Plan to ensure that the financial integrity and performance of the program(s) are maintained. The committee will include one representative and one alternate from each Supervisorial District. These are all volunteer positions. Members will be selected based on a review of applications and/or interviews conducted by the current COC Chair, the finance officer from the Madera County Transportation Commission (MCTC), and a third mutually agreed upon individual preferably with a background in accounting and/or citizen oversight. Applicants with accounting, transportation, or government experience are encouraged to apply but this experience is not a requirement. Members will then be approved by the MCTA Board. Members must meet the following criteria:

- Be a United States citizen, over 18, and a resident of the District represented.
- Not be a current or former elected official less than three years out of office.
- Not be a public employee, spouse, or child of any of the MCTC member agencies or MCTC.
- Not be a former public employee of any of the MCTC member agencies or MCTC with less than three years from separation.
- Agree to complete California Statements of Economic Interest (Form 700) on an annual basis. Appointments will be for four years with the first committee members from District 2 and 4 serving two years and four years thereafter. The COC will select a Chair every two years who will be responsible for conducting the meeting; however, this position has no greater authority than any other member. The Chair will make formal presentations to the MCTA Board on not less than a quarterly basis.

The Citizens Oversight Committee will be governed by its own bylaws which will be adopted by the Citizens Oversight Committee.

Annual Independent Audit and Annual Reporting

The COC may select qualified firms to provide an additional review of the completed annual fiscal and compliance audits, submitted expenditure reports, and any other available information to assure that the revenues expended are reasonable and compliant with the approved Expenditure Plan. The audits and the Annual Report must be published and made available to the public.

Sunset Date

This measure terminates in 20 years.

MEASURE T
Madera County Transportation Authority

STAFF REPORT
Board Meeting of July 23, 2025

AGENDA ITEM: 10-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

2024 Measure T Implementing Guidelines Draft Outline

Enclosure: Yes

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

SUMMARY:

This item is to seek feedback from the Madera County Transportation Authority Board on the draft outline of the Implementing Guidelines (see enclosed document). Measure T, renewed by voters in November 2024 through an Initiative Measure, allocates sales tax revenues according to an Expenditure Plan. This plan outlines how funds can be spent, including eligible expenses and conditions. There is a need now to develop and draft guidelines to manage and implement these allocations. Community workshops were scheduled to solicit comments and feedback from residents on the draft outline of the guidelines. A workshop was held on July 16 at the Madera County Satellite Government Center in Oakhurst. The next workshop will be held on **Thursday, August 14 at 6:00 PM at the Madera County Transportation Commission Office**.

After the August workshop, work will begin on writing the language of the guidelines and will incorporate the various comments that were received. Once a draft document is ready, it will be circulated for review and formal comment and then ultimately brought to the Board for approval.

FISCAL IMPACT:

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

MCTA 2024 Measure T Expenditure Plan - Implementing Guidelines

Draft Outline – 7/14/25

I. Executive Summary

A. High-level overview and pie charts of 2024 Measure T Expenditure Plan funding categories; date approved by voters; duration and effective dates; 1.5% limit on administration

B. Purpose of the Implementing Guidelines

C. High-level overview of program administration and graphics illustrating an org chart of the Board, staff, committees, and the public

D. High-level overview of project priorities/strategies/guiding principles

II. Introduction

A. Purpose

These Implementing Guidelines are established to support the administration and execution of the Measure T: Local Transportation Funding Measure and Expenditure Plan for the Madera County region. Measure T was renewed for an additional 20 years when voters approved it in November 2024. The Madera County Transportation Authority (MCTA) is authorized to enact the extension of a ½ cent retail transaction and use tax for 20 years from April 1, 2027, through March 31, 2047, specifically to fund transportation projects and programs throughout the County. These guidelines will ensure the transparent and effective use of Measure T revenues.

Measure T is intended to enhance Madera County's transportation system by:

1. Maintaining and improving local streets and roads
2. Addressing safety, evacuation, and emergency response needs
3. Enhancing pedestrian, bicycle, and transit options
4. Supporting regional transportation improvements
5. Ensuring public oversight and fiscal accountability

B. Program Management

1. Description of the Program Management Process

C. Project Selection Criteria

1. Eligible Projects Must:
   a. Align with 2024 Measure T Expenditure Plan
   b. Be proposed within each jurisdiction's 5-Year Capital Improvement Plan (CIP) and/or the annual budget
   c. Include scope, schedule, cost estimates, and funding sources
   d. Demonstrate Maintenance of Effort compliance
   e. For regional projects, be collaboratively proposed through MCTA

III. Projects, Expenditures, and Implementing Processes

A. 2024 Measure T Renewal Expenditure Plan Programs

1. Programs
   a. Local Streets and Roads Program
   b. Regional Projects Program
   c. Transit Program
   d. Administration Program

2. Annual Revenue (~$22 Million) Distribution
   a. 80% to Local Streets and Roads (10% reserved for disadvantaged communities)
   b. 14.5% to Regional Projects (e.g., Highways 41, 99, major corridors)
   c. 4% for Transit Projects (including operating and capital expenses)
   d. 1.5% for MCTA Administrative Expenses (1% limit for salaries, benefits, and overhead for staff)

3. Budgeting and Allocation
   1) MCTA Annual Budget
   2) MCTA Quarterly Disbursement

4. Program Contents
   a. Purpose
   b. Definitions
   c. Funding Allocation (Process to determine projects)
   d. Eligible Agencies
   e. Eligible Project Categories/Programs
   f. Performance Reporting
   g. Program Implementation
   h. Other Requirements

B. Performance Indicators and Measurements Reporting

1. General Description

C. Reporting Requirements

1. Recipients Must Submit an Annual Report Detailing:
   a. Funded project summaries
   b. Funds received and spent
   c. Project outcomes and status
   d. Certification of Maintenance of Effort

D. Oversight and Audit

1. Independent Audits
   a. Annual Independent Audits (required for all funds and administrative operations)
      1) MCTA Annual Audit
      2) Citizen Oversight Committee Additional Audit, if requested
      3) Annual Compliance Audits by Each Local Agency to MCTA
   b. Audit results (publicly presented and accessible)

2. Amendments and Updates
   a. Amendment Requirements
   b. Update Requirements (The MCTA Board may update the Implementing Guidelines to reflect legal, fiscal, or procedural changes while ensuring consistency with the Measure T Ordinance and Expenditure Plan)

3. Citizen Oversight Committee (COC)
   a. The COC shall:
      1) Include one representative from each supervisorial district, plus an alternate
      2) Monitor compliance with the Expenditure Plan
      3) Review audits and recommend improvements. Issue an annual report
      4) Meet at least 4 times a year
      5) MCTA would retain an additional independent auditor, if requested (in addition to the Measure T Program auditor retained by MCTA), to review annual procedures and expenditures, and report directly to the COC. MCTA would specify a yearly budget for these potential activities
      6) Claim mileage reimbursement

E. Leveraging of Outside Funding Sources

1. Purpose/Benefits
2. Funding Sources
3. Expected Outcomes

F. **Regional Collaboration**
   1. Regional Projects Listed in the MCTC Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS)
   2. Local Regional Projects Approved by MCTA

5. Measure T Renewal Programs

A. **Introduction**
   1. General Overview
   2. Purpose
   3. Program Descriptions
   4. Program Contents

B. Programs
   1. Local Streets and Roads Program (Example of Program Contents)
      a. Purpose
         1) Major Program Issues to be Addressed (Based on the unique needs of a jurisdiction's communities):
            a) Local Street and Road Maintenance
            b) Evacuation Planning
            c) Safe Routes to School
            d) Bike and Pedestrian/Active Transportation Definition of Local Streets and Roads
      b. Definitions
         1) General - List all applicable terms
         2) Disadvantaged Communities
            a) Screening from the US Climate and Economic Justice Screening Tool (CEJST) (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)
            b) A Census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income
            c) Use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collectors
      c. Funding Allocation
         1) 80% of Measure T Renewal Funding
         2) 10% of the allocation set-aside for Disadvantaged Communities
      d. Eligible Agencies
         1) City of Chowchilla
         2) City of Madera
         3) County of Madera

e. Eligible Projects/Programs
    1) List Project Categories in Expenditure Plan
f. Performance Reporting:
    1) Pavement Condition Index (PCI)
    2) Safety Indicators (Reduction in Accidents, Fatalities, Injuries, Other)
    3) Transportation Demand
    4) Traffic Calming
    5) Traffic Management
    6) Evacuation System Management
    7) Storm Damage Management
    8) Preventative Bridge Maintenance
    9) Interregional Connectivity
    10) Community Enhancement
    11) Other Applicable Performance Indicators
        i. Submission of Annual Compliance Audits
g. Program Implementation
    1) Annually identify specific streets and roads that will be prioritized for repair and/or refurbishment
    2) Hold annual public meetings to review the proposed plan prior to adoption by the local jurisdiction and the MCTA Board
    3) Annually verify that funds are used for eligible expenses
h. Other Requirements

2. Regional Projects Program

a. Purpose
b. Definitions
c. Funding Allocation – Process to determine a Call for Projects
d. Eligible Agencies
e. Eligible Projects/Programs
f. Performance Reporting
g. Program Implementation
h. Other Requirements

3. Transit Program

a. Purpose
b. Definitions
c. Funding Allocation
d. Eligible Agencies
e. Eligible Projects/Programs
f. Performance Reporting
g. Program Implementation
h. Other Requirements

4. Administration Program
    a. Purpose
    b. Definitions
    c. Funding Allocation
    d. Eligible Agencies
    e. Eligible Projects/Programs
    f. Program Implementation
    g. Other Requirements