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Meeting of the  
Policy Committee, Madera County Transportation Commission,  
and Madera County Transportation Authority  
Policy Boards

**LOCATION**

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

**SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a. the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.**

**DATE**

July 20, 2022

**TIME**

3:00 PM

**Policy Committee (PC) Members, Madera County Transportation Commission (MCTC) Members, and Madera County Transportation Authority (MCTA) Members**

Commissioner Tom Wheeler, Chair  
Commissioner Diana Palmer, Vice Chair

Commissioner Cecelia Gallegos

Commissioner Jose Rodriguez

Commissioner Brett Frazier  
Commissioner Robert Poythress  
Caltrans, District 6

Madera County Supervisor, PC, MCTC, MCTA  
Councilmember, City of Chowchilla, PC, MCTC,  
MCTA

Councilmember, City of Madera, PC, MCTC,  
MCTA

Councilmember, City of Madera, PC, MCTC,  
MCTA

Madera County Supervisor, PC, MCTC, MCTA

Madera County Supervisor, PC, MCTC, MCTA  
Policy Committee, Participating Agency



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



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

**SPECIAL NOTICE**

**Important Notice Regarding COVID 19**

The meeting of July 20, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 9 as adopted by the Madera County Transportation Commission Policy Board on June 22, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the Zoom platform. Public is encouraged to use the virtual platform via a computer, tablet, or smartphone.

**Please click the link below to join the webinar:**

**<https://us06web.zoom.us/j/89457592416?pwd=dGx1NEZSOXpOaWNzceE11ZzdSdERvZz09>**

**Passcode: 961856**

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

**1 (408) 638-0968 or 1 (669) 444-9171**

**Webinar ID: 894 5759 2416 Passcode: 961856**

If you 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](mailto: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 re-connection of all members of the Committee and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

**AGENDA**

At least 72 hours prior to each regular MCTC Board meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or



other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

### **INTERPRETING SERVICES**

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

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

### **MEETING CONDUCT**

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

### **RECORD OF THE MEETING**

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

## Agenda

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

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

### MCTC SITTING AS THE 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. Save the Date – Local Assistance Day

**Enclosure:** No

**Action:** Information and Discussion Only

4-B. FY 2022 Bridge Investment Program (BIP) Notice of Funding Opportunity Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

4-C. Safe Streets and Roads for All (SS4A) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law* Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

[4-D.](#) Fiscal Year (FY) 2022 Railroad Crossing Elimination (RCE) Program Notice of Funding Opportunity (NOFO)

**Enclosure:** No

**Action:** Information and Discussion Only

[4-E.](#) Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law* Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

[4-F.](#) FY 22-23 Policy Advocacy Reimbursement Agreement

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-G.](#) State Legislative Update – July 2022

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-H.](#) Social Services Transportation Advisory Council (SSTAC) Updates

**Enclosure:** No

**Action:** Information and Discussion Only

[4-I.](#) Unmet Transit Needs FY 2022-23 Analysis and Recommendations Report

**Enclosure:** Yes

**Action:** Approve Unmet Transit Needs FY 2022-23 Analysis and Recommendations Report

[4-J.](#) 2022 Valley Voice – Washington D.C. Draft Legislative Platform

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-K.](#) CalSTA Draft Port and Freight Infrastructure Program Guidelines

**Enclosure:** No

**Action:** Information and Discussion Only

[4-L.](#) Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 10

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 10

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. Public Hearing: DRAFT 2023 Federal Transportation Improvement Program (FTIP), 2022 DRAFT Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), DRAFT Program Environmental Impact Report (PEIR) and DRAFT Corresponding Conformity Analysis

**Enclosure:** No

**Action:** Conduct Public Hearing

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

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

**7. ADMINISTRATIVE CONSENT ITEMS**

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

7-A. Executive Minutes – June 22, 2022

**Enclosure:** Yes

**Action:** Approve June 22, 2022 meeting minutes

7-B. Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2021: City of Chowchilla and County of Madera

**Enclosure:** Yes

**Action:** Accept TDA Compliance Audit Report: City of Chowchilla and County of Madera

7-C. Transportation Development Act (LTF, STA) – FY 2022-23 Allocations, LTF Resolution 22-09, STA Resolution 22-10

**Enclosure:** Yes

**Action:** Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 22-09, STA Resolution 22-10

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

NONE

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

9-A. Measure T Citizens’ Oversight Committee Meeting

**Enclosure:** No

**Action:** Information and Discussion Only

9-B. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2021: City of Chowchilla and County of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2021: City of Chowchilla and County of Madera

9-C. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 10

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 10

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

10-A. Public Hearing: 2022 Measure T Renewal Investment Plan and Implementing Guidelines

**Enclosure:** Yes

**Action:** Conduct Public Hearing



10-B. Request call for special election, to be consolidated with the general election, by the Board of Supervisors; approve Measure T Renewal Investment Plan and Implementing Guidelines; and request extension of the Authority’s term – Resolution 2022-03

**Enclosure:** Yes

**Action:** Approve Resolution 2022-03, requesting a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with statewide general election to be held on November 8, 2022, approving the 2022 Measure T Renewal Investment Plan and Implementing Guidelines, and requesting the extension of the Authority’s term and certain related matters

10-C. Consider Introduction, First Reading of an Ordinance – Before the Madera County 2006 Transportation Authority Ordinance No. 2022-01

**Enclosure:** Yes

**Action:** Waive reading and Approve Ordinance No. 2022-01, as introduced

10-D. Amend Contract – Measure T Renewal Implementation Plan

**Enclosure:** Yes

**Action:** Approve amended contract with VRPA Technologies

## OTHER ITEMS

### 11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

### 12. CLOSED SESSION

NONE

### 13. ADJOURNMENT

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

Save the Date – Local Assistance Day

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

A statewide webinar provided by Division of Local Assistance and Regional Transportation Planning Agency for local and tribal agencies, and partners within California will be held September 8, 2022 from 9:00 am to 11:30 am.

Please put a place holder on your calendar. Registration link and further details will be available soon.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-B

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

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**SUBJECT:**

FY 2022 Bridge Investment Program (BIP) Notice of Funding Opportunity Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation has issued a [Notice of Funding Opportunity for the Fiscal Year \(FY\) 2022 Bridge Investment Program](#). The purpose of the program is to support the replacement, rehabilitation, preservation, and protection of bridges in the National Bridge Inventory. There is \$2.36 billion in total program funding, with \$20 million for Planning Projects and \$2.34 billion for Large Bridge Projects and Bridge Projects. Applicants may apply to one or more BIP funding categories based on eligible projects as appropriate.

Caltrans is releasing a Call for Letters of Support (LOS). The Call for LOS is for two major funding categories of the Program, each with its own deadlines as follows:

**Large Bridge Projects (>\$100M)**

- LOS Requests due **July 9, 2022**
- Grant Applications due August 9, 2022

**Bridge Projects (≤ \$100)**

- LOS Requests due **August 8, 2022**
- Grant Applications due September 8, 2022

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-C

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

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**SUBJECT:**

Safe Streets and Roads for All (SS4A) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law* Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation has issued a [Notice of Funding Opportunity for the Safe Streets and Roads for All \(SS4A\) Grant Program](#). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Caltrans is releasing a Call for Letters of Support (LOS). The call for LOS deadline is **July 22, 2022**. Grant applications are due September 15, 2022.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-D

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

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**SUBJECT:**

Fiscal Year (FY) 2022 Railroad Crossing Elimination (RCE) Program Notice of Funding Opportunity (NOFO)

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation (DOT) Federal Railroad Administration (FRA) has issued a Notice of Funding Opportunity (NOFO) for the [Fiscal Year \(FY\) 2022 Railroad Crossing Elimination \(RCE\) Program](#). There is approximately \$573.3 million in total program funding. The deadline to submit an application is **October 24, 2022**.

The purpose of the program is to support highway-rail and pathway-rail grade crossing improvement projects that improve the safety and mobility of people and goods. The goals of the program are to strengthen rail safety, enhance community health and safety, eliminate highway-rail and pathway-rail grade crossings, and mitigate the impacts of freight movement and railroad operations on underserved communities.

The minimum award size is \$1 million with an exception for planning projects. There is no maximum award size; however, no more than 20 percent of total funding may be awarded to projects in a single state. There is a nonfederal cost share requirement of at least 20 percent. Those match requirements may be satisfied through non-federal public sector or private sector funding, as well as certain in-kind contributions and costs incurred for preliminary engineering.

Eligible projects may include: grade separation and closure, including through the use of a bridge, embankment, tunnel, or combination thereof; track relocation; improvement or installation of protective devices, signals, signs, and other measures to improve safety; technological solutions and other means to improve safety and mobility at highway-rail grade crossings; a group of the previous projects; and planning, environmental review, and design for eligible projects. Grants may also be awarded for commuter rail passenger transportation projects and would be administered by the Federal Transit Administration (FTA).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-E

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

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**SUBJECT:**

Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law* Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The RCP was created under the Bipartisan Infrastructure Law and will provide up to \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

The [Notice of Funding Opportunity](#) for the Federal [Reconnecting Communities Pilot](#) (RCP) has been released. The deadline to submit RCP applications to USDOT is **October 13, 2022**. Due dates to request a letter of support from Caltrans are as follows:

- Request Caltrans to partner on a local RCP planning grant application, **due July 29, 2022**
- Request Caltrans letter of support for a local RCP grant application, **due July 29, 2022**

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-F  
**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**  
FY 22-23 Policy Advocacy Reimbursement Agreement

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**  
This Reimbursement Agreement between the Stanislaus Council of Governments and the Madera County Transportation Commission is for administration and cost sharing of State and Federal advocacy agreements benefiting the eight county San Joaquin Valley Region. The fully executed agreement will be filed accordingly.

**FISCAL IMPACT:**  
No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**REIMBURSEMENT AGREEMENT**  
**between the**  
**STANISLAUS COUNCIL OF GOVERNMENTS**  
**and**  
**MADERA COUNTY TRANSPORTATION COMMISSION**  
**FOR**  
**ADMINISTRATION OF STATE AND FEDERAL ADVOCACY CONTRACTS**

This Reimbursement Agreement (“**Agreement**”) is dated June 24, 2022 for reference purposes and is effective as of July 1, 2022, (“**Effective Date**”), by and between the Stanislaus Council of Governments, a joint powers authority established under California Government Code section 6500 et seq., (hereinafter “**StanCOG**”) and the Madera County Transportation Commission (“**Agency**”), for administration and cost sharing of State and Federal advocacy agreements benefiting the San Joaquin Valley Region. StanCOG and the Agency are individually referred to herein as “**Party**” and may be collectively referred to herein as “**Parties**”.

**RECITALS**

- A. WHEREAS, the Stanislaus Council of Governments (StanCOG) is a member of the San Joaquin Valley Regional Planning Agencies; and
- B. WHEREAS, the San Joaquin Valley Regional Planning Agencies is a forum of regional planning agencies and metropolitan planning organizations consisting of the Council of Fresno Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, the Tulare County Association of Governments, the San Joaquin Valley Unified Air Pollution Control District, and the San Joaquin Joint Powers Authority hereinafter collectively referred to as “**Policy Council**,”; and
- C. WHEREAS, the Agency desired to join in the Policy Council efforts to maximize funding for the San Joaquin Valley region; and
- D. WHEREAS, all members of the Policy Council have agreed to share the cost equally of state and federal advocacy for Fiscal Year 2022/2023; and
- E. WHEREAS, StanCOG has agreed to serve as the fiscal agent for purposes of the state and federal advocacy agreements by invoicing each member of the Policy Council for its respective share of the agreement costs and paying the state and federal advocacy invoices pursuant to the terms of the agreements; and

F. WHEREAS, each member of the Policy Council desires to enter into this agreement pursuant to the terms and conditions contained herein.

**NOW THEREFORE**, in consideration of the mutual promises, covenants, terms and condition hereinafter contained, the Parties hereto agree as follows:

### **AGREEMENT**

**Section 1. Recitals.** The recitals above are hereby incorporated in this Agreement as if fully set forth herein.

**Section 2. Advocacy Agreements.** The Policy Council has entered into: (i) a Professional Services Agreement with Khouri Consulting, LLC for state advocacy services for an annual amount of \$70,000.00, billed monthly; and (ii) a Professional Services Agreement with Simon and Company, Inc., for federal advocacy services for an annual amount of \$50,000.00, billed monthly. Agreements cover the period July 1, 2022 through June 30, 2023. The state and federal advocacy agreements are collectively referred to herein as the “**Subject Agreements.**” Each Member of the Policy Council has agreed to share equally in the cost of the Subject Agreements.

**Section 3. Agency’s Contribution.**

3.1. Each member of the Policy Council will share in the cost of the Subject Agreements equally; therefore, the Agency shall be responsible for \$12,000.00 annually (“**Agency’s Share**”). Upon execution of this Agreement, StanCOG shall invoice Agency for its annual contribution. Agency will have the option to pay the Agency’s Share in one lump sum payment or in monthly installments of \$1,000.00 each. If paying in one lump sum, payment shall be made to StanCOG within thirty (30) calendar days of receipt of the invoice. If paying in monthly installments, payment shall be made in arrears to StanCOG within thirty (30) calendar days of receipt of an invoice.

3.2. Agency has received a copy of the Subject Agreements and agreed to the scope of work. All costs charged to this Agreement by StanCOG shall be directly related to Agency’s Share of the Subject Agreements. StanCOG shall also comply with Title 2, Code of Federal Regulations, Part 200 (Uniform Administrative Requirements for Grants and Cooperative Agreement to State and Local Governments) in the procurement of services, supplies or equipment.

**Section 4. StanCOG Payment of Subject Agreements.** StanCOG shall pay the Subject Agreements monthly pursuant to the terms of the Subject Agreements. StanCOG’s obligation to make payments is subject to StanCOG’s actual receipt of the Agency’s Share and the other Policy Council member’s share of total cost of the Subject Agreements as identified in Section 3.

**Section 5. Term.** The Term of this Agreement shall be July 1, 2022 through June 30, 2023.

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**Section 6. Accounting, Audit, Retention and Inspection of Records.**

6.1. StanCOG agrees Agency or its designated representative(s) shall have the right to review, obtain, copy and audit all books, records, accounts, documentation and any other materials, collectively “**Records**”, pertaining to the performance of this Agreement. StanCOG will permit access its premises, upon reasonable notice, during normal business hours, for the purpose of inspecting and copying such Records for the purpose of determining compliance with any applicable laws, regulations and the provisions of this Agreement.

6.2. StanCOG agrees to maintain Records for a period of three (3) years after final payment under the Agreement or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

**Section 7. Disputes.**

7.1. If a dispute arises between the Parties to this Agreement, the Parties hereto agree to use the following procedure to resolve such dispute, prior to pursuing other legal remedies:

7.1.1. A meeting shall be held promptly between the Parties that will be attended by the Agency’s Executive Director and StanCOG’s Executive Director (to the extent reasonably possible), who will attempt in good faith to negotiate a resolution of the dispute.

7.1.2. If the Parties are unsuccessful in resolving the dispute under 7.1.1, above, they may:

- (i) Agree to submit the matter to mediation, binding judicial reference, or a private adjudicator (if all Parties so agree); or
- (ii) Initiate litigation following compliance with applicable law, including the claims presentation requirements of the Government Claims Act (Division 3.6 of Title 1 of the Government Code, beginning with section 810).

7.2. If any Party should bring a legal action against the other to enforce the terms of this Agreement, the prevailing Party shall be entitled to recover reasonable attorneys’ fees and costs, as determined by a court of competent jurisdiction in said proceeding.

**Section 8. Termination.**

8.1. Either Party may terminate this Agreement for any reason at any time upon thirty (30) days written notice. The notice for early termination may permit the Agency or StanCOG to rectify any deficiency(ies) prior to the early termination date. Early termination does not relieve the Agency of its obligation to pay Agency’s Share in full.

**Section 9. Notices**

9.1. Any notice(s) required pursuant to this Agreement shall be made in writing by hand-delivery, facsimile, first-class mail (registered or certified, return receipt requested),

overnight courier service, or by electronic mail if the Party to be provided notice has provided its email address to the other Party. Notices of changes or amendments to this Agreement, disputes, or court action must be served pursuant to non-electronic means provided for in this section.

9.2. All notices shall be deemed given and effective on the earliest of: (a) the date of transmission if such notice or communication is delivered via facsimile or electronic mail prior to 5:00 p.m. PST on a business day; (b) the next business day if such notice or communication is delivered via facsimile or electronic mail later than 5:00 p.m. PST on a business day; (c) the third business day following the date of mailing if sent by U.S. mail, nationally recognized courier service; or (d) upon actual receipt by the party to whom such notice is personally given.

9.3. Notices may be provided at the following addresses below. Each Party reserves the right to change its address for purposes of notice by providing written notice to the other Party.

To StanCOG: Stanislaus Council of Governments  
1111 I Street, Suite 308  
Modesto, CA 95354  
Attention: Karen Dunger  
Telephone: (209) 525-4600  
Facsimile: (209) 558-7833  
Email: [finance@stancog.org](mailto:finance@stancog.org)

To Agency: Madera County Transportation Commission  
2001 Howard Road  
Madera, CA 93637  
Attention: Patricia Taylor  
Telephone: (559) 675-0721 ext. 13  
Facsimile: (559) 675-9328  
Email: [patricia@maderactc.org](mailto:patricia@maderactc.org)

**Section 10. Amendments.** This Agreement may be modified or amended by the mutual consent of the Parties hereto if such amendment or change is in written form and executed with the same formalities as this Agreement and attached to the original Agreement to maintain continuity.

**Section 11. Indemnification.** Except for the active negligence or willful misconduct of StanCOG and any of its directors, officers, agents, employees, assigns, and successors in interest, the Agency undertakes and agrees to defend, indemnify, and hold harmless StanCOG and any of its directors, officers, agents, employees, assigns, and successors in interest from and against all suits and causes of action, claims, losses, demands and expenses, including, but not limited to, attorney's fees and cost of litigation, damage or liability of any nature whatsoever, for death or

injury to any person, including StanCOG's employees and agents, or damage or destruction of any property of either Party hereto or of third parties, arising in any manner by reason of the acts, errors or omissions or violations of law by the Agency, its employees and agents in connection with its activities under this Agreement.

**Section 12. Independent Contractor, No Joint Venture.** The Agency, its officers, employees, and agents shall be independent contractors in the performance of this Agreement, and not officers, employees, contractors, or agents of StanCOG.

**Section 13. Assignment.** Neither Party shall assign this Agreement, or any part thereof, without the written consent of each Party to this Agreement, which consent will not be unreasonably withheld. Any assignment without such written consent shall be void and unenforceable.

**Section 14. Successors.** This Agreement shall bind and benefit the Parties hereto, and their successors and permitted assigns.

**Section 15. Entire Agreement.** This Agreement contains the entire agreement of the Parties and no representations, inducements, promises, or agreements otherwise between the Parties not embodied herein or incorporated herein by reference shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged or terminated unless the same is in writing executed by the Parties. Agency and StanCOG represent that in entering this Agreement, they have not relied on any previous representations, inducements, or understandings of any kind or nature.

**Section 16. Severability.** If any portion of this Agreement or application thereof to any person or circumstance shall be declared invalid by a court of competent jurisdiction or if it is found in contravention of any Federal, State or local statutes, ordinance, or regulations the remaining provisions of this Agreement or application thereof shall not be invalidated thereby and shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

**Section 17. Governing Law.** All questions pertaining to the validity and interpretation of this Agreement shall be determined in accordance with the laws of the State of California applicable to agreements made and to be performed within the State. Any dispute not resolved by informal means between the Parties to this Agreement may be adjudicated in a court of law under the laws of the State of California.

**Section 18. Waiver of Default.** Waiver of any default by either party to this Agreement shall not be deemed a waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless modified pursuant to the terms of this Agreement.

**Section 19. Counterparts and Electronic Signatures**

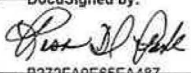
19.1. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument.


19.2. Each Party agrees that this Agreement and any other documents to be delivered in connection herewith may be electronically signed, and that any electronic signatures appearing on this Agreement or such other documents are the same as handwritten signatures for purposes of validity, enforceability and admissibility.

IN WITNESS WHEREOF, this Agreement has been executed by the Parties hereto and shall become effective as of the Effective Date.

**Stanislaus Council of Governments,  
a joint powers agency**

**Madera County Transportation  
Commission**

DocuSigned by:  
  
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\_\_\_\_\_  
Rosa De Leon Park  
Its Executive Director  
7/13/2022  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Patricia Taylor  
Its Executive Director  
July 11, 2022  
\_\_\_\_\_  
Date

APPROVED AS TO FORM

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Monica Streeter  
General Counsel



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-G

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

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**SUBJECT:**

State Legislative Update – July 2022

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in your package is a staff report from Gus Khouri, Khouri Consulting. Mr. Khouri provides a State Legislative Update in the following attached reports:

1. State Legislative Update – July 2022: this report discusses a general update on the June 20, 2022, State Budget Package (focusing on transportation), including several trailer bills, and an update on AB 285.
2. Legislative Bill Matrix – July 2022: update on the bills of interest, focusing on: AB 1778 (Garcia); AB 144 (Lee); AB 2120 (Ward); AB 2237 (Friedman); AB 2438 (Friedman).

**FISCAL IMPACT:**

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



July 11, 2022

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

**RE: STATE LEGISLATIVE UPDATE – JULY**

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**General Update**

The Legislature recently concluded policy committee hearings for bills in the second house. Fiscal committees must reconcile items by August 12, and all business on the floor of each house must be acted upon by August 31, to be considered for signature by the Governor by September 30. The legislature is currently on Summer Recess, which runs from July 1 to August 1.

**State Budget Package Enacted**

On June 30, 2022, Governor Newsom signed a package of bills revising the current state budget (FY 21-22) in addition to the FY 222-23 State Budget and several trailer bills. Below is a summary of the package.

**Inflation Relief Agreement**

There have been various proposals related to how to provide relief to Californians due to inflationary impacts. While the agreement does not contain a pause on the gas tax annual inflationary adjustment as proposed by Governor Newsom (3 cents which would have been a \$523 million loss of revenue), it does suspend the General Fund portion of the sales tax on diesel fuel. This is expected to reduce costs by about 23 cents per gallon, which primarily benefits businesses who consume a large proportion of diesel sales tax. It should be noted that this does not impact the funding portion of diesel fuel tax that goes to the Public Transportation Account to primarily fund the State Transit Assistance Program.

The revised budget also includes a \$17 billion relief package, including \$9.5 billion in direct payments (AB 192) to Californians to help offset inflationary impacts. The framework for these direct payments falls within three tiers. The first tier includes tax filers with incomes up to \$75,000 for single filers and \$150,000 for joint filers. Under this tier, \$350 will be provided for each tax filer, plus an additional \$350 if the tax filer has at least one dependent. The second tier includes tax filers with incomes above the first tier, but below \$125,000 for single filers and \$250,000 for joint filers. Under this tier, each tax filer will receive \$250, plus an additional \$250 if the tax filer has a least one dependent. The third tier includes tax filers with incomes above the second tier, but below \$250,000 for single filers and \$500,000 for joint



filers. These refunds are anticipated to be provided to 17.4 million California tax filers, 23 million residents when factoring in dependents.

### **Transportation Funding**

Per AB 180 (Committee on Budget), Chapter 44, Statutes of 2022, revises the current state budget (FY 21-22) agreement includes significant new resources for transportation programs, particularly those focused on capital transit and rail improvements and active transportation. No new funding, however, is provided for transit operations purposes. The following is included:

- \$4.2 billion of remaining Proposition 1A (2008) funding for the California High-Speed Rail project.
- \$4 billion over the next two years for priority capital transit and rail purposes, distributed via a population-based formula. This is speculative funding as the appropriation is expressed in intent language and contingent upon the availability of funds for FY 23-24 and FY 24-25.
- \$3.63 billion for transit capital projects to be allocated via the Transit and Intercity Rail Capital Program (TIRCP), a competitive program administered by the California State Transportation Agency (CalSTA).
  - \$300 million off the top for a metropolitan planning organization to conduct project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone to protect against sea level rise, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.
  - \$1.8 billion off the top for existing projects that have previously been awarded TIRCP funding and can demonstrate a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant program.
  - Up to \$150 million of the overall total is to be used for project development purposes for projects that have entered or applied to enter federal project development processes and expect to receive federal funding in the future once project development is complete.
  - \$1.8315 billion is to be dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura (\$900M must be for previously awarded projects).
  - \$1.4985 billion to the remainder of the state (\$900M must be for previously awarded projects).
- \$1.2 billion to be administered by CalSTA for port-specific high priority projects that increase goods movement capacity on rail and roadways serving ports and at port terminals. 70 percent of allocated funds are to be used for infrastructure projects at the Port of Los Angeles and the Port of Long Beach, with the remaining 30 percent of funds to be used for other high-priority projects supporting ports and goods movement infrastructure in the rest of the State, including inland ports.
- \$1.049 billion for the Active Transportation Program.
  - Of this amount, \$250 million is dedicated to grade separations and \$149 million to the Highways to Boulevards program.
- \$198 million for local climate adaptation projects. Of this amount, \$148 million is to be allocated through the Local Transportation Infrastructure Climate Adaptation program administered by the California Transportation Commission (CTC). The remaining \$50 million is to be available as competitive grants awarded and administered by the Caltrans to local agencies to identify

climate vulnerabilities through the development of climate adaptation plans and incorporation of transportation climate adaptation needs into existing transportation plans.

- \$100 million for deployment of zero-emission bus deployment and associated infrastructure.

### **SB 198 Transportation Trailer Bill**

SB 198 contains several substantive policy changes, including the parameters for new grant funding programs, were provided for in the transportation trailer bill including the following:

- New oversight requirements for the California High-Speed Rail Authority (CHSRA), including:
- Prioritizing funding for the completion of planning and construction of the Merced to Bakersfield segment. There are limited exceptions, with significant oversight from the Legislature and the newly created High-Speed Rail Authority Office of the Inspector General (OIG), for funding to be used outside of the Merced to Bakersfield segment.
- Providing supplemental information in the CHSRA's next update, and each subsequent update, to the Legislature to include the development of schedules related to the delivery of several specified tasks. The CHSRA also needs to provide additional cost information to demonstrate the reasonable likelihood of adequate funding to complete the Merced to Bakersfield segment, including related to civil work, right-of-way, contingencies, and capital.
- Creating new oversight requirements to notify, as specified, the chairpersons of the relevant committees of both houses of the Legislature of the CHSRA's intent of applying for federal grant opportunities or releasing requests for proposals.
- Creating the OIG with specified responsibilities to ensure that information is available to make fiscally responsible decisions about the project is accurate, current, and impartial.
- The ability for Caltrans to advance funds for a transit or passenger rail project or project component for certain publicly led projects funded by various funding sources, including TIRCP.
- The creation of the Transportation Infrastructure Climate Adaptation Strategy Grant Program, a competitive program to be administered by Caltrans to identify climate vulnerabilities through the development of various planning documents or identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans. Caltrans is to create guidelines in consultation with various other state agencies, including CalSTA and the CTC.
- The creation of a State Transportation Infrastructure Climate Adaptation Program, to be administered by Caltrans for the purposes of planning, developing, and implementing projects adaptation state transportation infrastructure to climate change. Caltrans will be required to prepare a resilience improvement plan for the State and a program of its top priority climate adaptation projects through its Adaptation Priorities Report process. Caltrans is to submit projects via this program to the CTC for adoption. The program of projects is to be developed in consultation with CalSTA, the CTC, the Office of Planning and Research, the California Natural Resources Agency, the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council, and any other relevant state or local agencies that have adopted climate adaptation plans or strategies.
- The creation of the Local Transportation Infrastructure Climate Adaptation Project Program to be administered by the CTC for purposes of developing and implementing projects adaptation local transportation infrastructure to climate change. The CTC is to develop guidelines and administer the program in consultation with the same agencies consulted in development of the State Transportation Infrastructure Climate Adaptation Program.
- The \$1.2 billion in funding for port improvements allows for public agencies to partner with private operators of projects, such as freight railroads, to implement an eligible project,

including port-specific high priority projects, intermodal railyard expansion and electrification, goods movement railway corridor capacity projects, high-priority grade separations, and zero-emission goods movement demonstration projects. Funding may not be used that include automated cargo handling equipment.

### **AB 285 Report**

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

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

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

### **BILLS OF INTEREST**

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

This bill would require Caltrans to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require Caltrans to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 40th percentile on the housing and environmental variables analyzed through the index, as provided. MCTC has an oppose position. This bill failed passage in Senate Transportation Committee.

**AB 1944 (Lee) – Brown Act Virtual Meetings** This bill provides a Brown Act exemption from the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. Unlike AB 361, this bill would allow for virtual meetings to occur regardless of whether a state of emergency has been declared. MCTC has a support position. This bill was not pursued further in lieu of AB 2449, which contains similar contents. AB 2449 is currently in Senate Appropriations Committee.

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

**AB 2237 (Friedman) Accelerating Climate Goals in Sustainable Communities Strategies**

This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. MCTC has an oppose position. This bill was not pursued by the author in the Senate Transportation Committee and is therefore dead for the year.

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

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

## MCTC Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1445 Levine (D)</b> <b>Planning and zoning: regional housing need allocation: climate change impacts</b>	6/13/2022 Senate Appropriations	Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, to additionally consider factors in emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change in the development of a regional housing plan. <b>As amended on June 6.</b>	<b>Watch</b>
<b>AB 1778 Garcia, C (D)</b> <b>State transportation funding: freeway widening</b>	6/29/2022 Senate Transportation Failed passage	This bill would require Caltrans to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. Eligible capacity projects would be limited those that fall within the zero to 40 <sup>th</sup> percentile on the housing and environmental variables analyzed through the index. The bill establishes a precedent and impacts funding highway projects in Madera County. <b>As amended on June 20.</b>	<b>Oppose</b>
<b>AB 1919 Holden (D)</b> <b>Transportation: free transit passes</b>	6/29/22 Senate Appropriations	This bill creates a five-year Youth Transit Pass Pilot Program to provide grants to transit agencies to create or expand free fare transit programs for college and K-12 students. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. <b>As amended on June 14.</b>	<b>Watch</b>
<b>AB 1944 Lee (D)</b> <b>Local government: open and public meetings</b>	6/22/2022 Assembly Local Government Failed Passage	This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. A quorum must be present at a single location within the boundaries of the local agency's location. The bill would also require an updated agenda reflecting all members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. <b>As amended on May 25.</b>	<b>Support</b>

## MCTC Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2120 Ward (D)</b> <b>Transportation finance: federal funding: bridges.</b>	5/19/2022 Assembly Appropriations Held in Committee	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission. <b>As amended on March 21.</b>	<b>Support</b>
<b>AB 2237 Friedman (D)</b> <b>Regional Transportation Plan: Active Transportation Program</b>	6/16/2022 Senate Transportation Failed Passage	This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. <b>As amended on June 13.</b>	<b>Oppose</b>
<b>AB 2438 Friedman (D)</b> <b>Transportation projects: Alignment with state plans</b>	6/29/2022 Senate Appropriations	This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by the Transportation Agency. Receipt of funding from the STIP, SHOPP, and SB 1 competitive programs, would be contingent on being CAPTI compliant. <b>As amended on June 16.</b>	<b>Oppose</b>

## MCTC Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 Rubio, B (D)</b>  <b>Open meetings: local agencies: teleconferences</b>	6/30/2022  Senate Appropriations	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; <b>As amended on June 30.</b>	<b>Watch</b>
<b>AB 2622 Mullin (D)</b>  <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	6/30/2022  Senate Appropriations	This bill would extend, from January 1, 2024 to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies. <b>As amended on June 9.</b>	<b>Support</b>
<b>AB 2647 Levine (D)</b>  <b>Local government: open meetings</b>	6/30/2022  Senate Appropriations	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. <b>As amended April 19.</b>	<b>Watch</b>

## MCTC Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 922 Wiener (D)</b>  <b>CEQA exemptions; transportation-related projects</b>	4/19/2022  Senate Floor	This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area or urban cluster for re-striping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles, also applies to active transportation plans and pedestrian plans. The bill also extends the January 1, 2023 to January 1, 2030 to continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provides additional requirements for projects over \$100 million. <b>As last amended on April 4.</b>	<b>Watch</b>
<b>SB 942 Newman (D)</b>  <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b>	6/29/2022  Assembly Appropriations	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association. <b>As amended on June 29.</b>	<b>Support</b>
<b>SB 1049 Dodd (D)</b>  <b>Transportation Resilience Program</b>	6/2/2022  Assembly Transportation	This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill directs funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria. <b>As amended on May 19.</b>	<b>Watch</b>



## MCTC Bill Matrix – July 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 1410 Caballero (D)</b> <b>California Environmental Quality Act: transportation impacts</b>	6/29/22 Assembly Appropriations	This bill requires the Governor’s Office of Planning and Research, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. <b>As amended on May 2.</b>	<b>Watch</b>



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-H

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

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**SUBJECT:**

Social Services Transportation Advisory Council (SSTAC) Updates

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The SSTAC last met on May 16, 2022. That meeting concluded the comment analysis for Unmet Transit Needs. The 2022-2023 Tentative Quarterly Schedule was deemed acceptable during that meeting. The following meeting dates were scheduled by the SSTAC:

Tuesday, August 2, 2022, 2:30 PM

Tuesday, November 1, 2022, 2:30 PM

Tuesday, March 7, 2023, 2:30 PM

Tuesday, May 2, 2023, 2:30 PM

These dates are subject to change depending on SSTAC member availability nearer to the meeting date and to maintain a quorum.

The SSTAC also requested that staff look into improving the clarity of the comment cards since the majority of the comments received were not transit related.

Since the last SSTAC meeting, the SSTAC Local Transit Providers members have re-submitted their applications to extend their participation with the SSTAC.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

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

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**SUBJECT:**  
Unmet Transit Needs FY 2022-23 Analysis and Recommendations Report

**Enclosure:** Yes

**Action:** Approve Unmet Transit Needs FY 2022-23 Analysis and Recommendations Report

**SUMMARY:**  
MCTC staff has prepared an Analysis and Recommendations Report for the Unmet Transit Needs process for FY 2022-23. It includes a summary of the findings for potential unmet 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 is attached.

**FISCAL IMPACT:**  
No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



# UNMET TRANSIT NEEDS FY 2022-2023

*Final Analysis and Recommendations Report*

*July 2022*



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## Summary

### Background

Each 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  $\frac{1}{4}$  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 is 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 seniors, 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 7 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 transit 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 2022-2023 Unmet Transit Needs Assessment

On June 22, 2022, the MCTC Policy Board adopted Resolution Number 2022-07, approving the findings of the FY 2021/22 unmet transit needs hearing:

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

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.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:
  - (1) there are no unmet transit needs;
  - (2) there are no unmet transit needs that are reasonable to meet;
  - (3) there are unmet transit needs that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

During the “Unmet Transit Needs” Public Hearing on Wednesday, April 20, 2022, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence.

**NARRATIVE OF EVALUATION**

**City of Madera**

**There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.**

MCTC staff has reviewed and discussed testimony regarding the City of Madera’s transit services with the SSTAC. The recommendation from MCTC staff and the SSTAC is that there are unmet transit needs that are reasonable to meet at this time.

Testimony was received regarding the Walmart stop. The City of Madera is currently evaluating all bus stops as part of its on-going transit plan study. This bus stop will be under evaluation as well.

Testimony was received about the need for wastebaskets at bus stops in the City of Madera. The SSTAC recommended that there be waste baskets at each bus stop and that it is regularly maintained. Madera METRO is currently looking to improve sanitation around transit stops.

Testimony regarding wait times due to shortage in drivers is already being addressed. The City of Madera informed the SSTAC that they are in the process of hiring and training additional drivers that should improve wait times.

Testimony was received about street improvements, safety, lighting, speeding on the streets, and safety around parks and schools, and will be shared with the appropriate agencies. Testimony about signage improvements was also received and the City of Madera informed the SSTAC that those improvements will be part of their planned system improvement after the Transit Plan is finalized in 2023. Testimony about a fare decrease was received. The City of Madera indicated that they are not currently charging fares.

Testimony about driver customer service was received. Customer service training and safety training will resume in person, which should be more effective. Driver training was held virtually during the pandemic.

#### **City of Chowchilla**

**There are no unmet transit needs in the City of Chowchilla.**

#### **County of Madera**

**There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.**

Testimony received about street improvements, safety, lighting, speeding on the streets, safety around parks and schools will be shared with the appropriate agencies.

Testimony about a fare decrease was received. Madera County has not raised the fare in many years. It will be considered in the future when the County has more capacity.

Testimony about signage improvement was received. The County informed the SSTAC that they are working on purchasing signs for bus location with more information as part of their service improvement plan.

Testimony about service expansion was received. The County indicated that it has already expanded service in the La Vina area. Monday was added as an extra day of service by the County.

#### **RECOMMENDATION**

The MCTC staff and SSTAC considered the hearing testimony and recommend the Commission find the following:

- 1. That the Madera County Transportation Commission finds that there are unmet transit needs in FY 22/23 within the jurisdiction of the City of Madera, and that there are no unmet transit needs within the jurisdiction of the City of Chowchilla, and County of Madera.**

*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.*

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

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

- 2. Maintain existing transit systems in Madera County: Madera Transit System (METRO and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.**

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

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

*MCTC staff and SSTAC recommend that the unmet transit needs which were found reasonable to meet be addressed as recommended by the SSTAC during its meeting of May 16, 2022.*

- Testimony was received regarding the Walmart stop. The City of Madera is currently evaluating all bus stops as part of its on-going transit plan study. This bus stop will be under evaluation as well.*
- Testimony was received about the need for wastebaskets at bus stops in the City of Madera. The SSTAC recommended that there be waste baskets at each bus stop and that they are regularly maintained. Madera METRO is currently looking to improve sanitation around transit stops.*

## 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, the elderly, the disabled, 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 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 2021-2022

Table 1: SSTAC Members FY 2021-2022

CATEGORY	APPOINTMENT	GEOGRAPHIC/ AGENCY REPRESENTATION	TERM EXPIRES
Potential Transit User 60 Years or Older*	Fern Facchino	Madera County, Community Member	June 2024
Representatives of the Local Social Service Providers for Seniors**	Michelle Hernandez	Madera County Social Services Department	July 2024
Representatives of the Local Social Service Providers for Seniors**	Olga Olivia Saucedo-Garcia	Parks and Community Services Department, representing Senior Services	March 2025
Potential Transit User 60 Years or Older*	Frank Simonis	Community Member	May 2024
Representatives of the Local Social Service Providers for Disabled**	Alycia Falley	Department of Social Services	July 2024
Representatives of the Local Social Service Providers for Disabled**	Vincent Parker	Madera Metro Interim Manager	June 2025
Representatives of a Local Social Service Provider for Persons of Limited Means*	Anabel Miranda	Madera County Workforce Corporation	June 2023
Representatives of Local Transit Agency**	Rosalind Esqueda	Madera County Connection	June 2023
Representatives of Local Transit Agency**	Ellen Moy	Madera County	June 2023
Metropolitan Planning Organization Staff	Evelyn Espinosa	Madera County Transportation Commission	
Metropolitan Planning Organization Staff	Dylan Stone	Madera County Transportation Commission	



Notes:

- \* Minimum of one
- \*\*Minimum of two

## 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, the elderly, those 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 2016-2020 American Community Survey (ACS) Five-Year Estimates, the following sections identify the size and location of population groups likely to be transit dependent.

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

- Elderly – Individuals who are age 65 years or older;
- Disabled – 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 2016-2020 ACS Five-Year Estimates, Madera County's current population is 155, 4925. There are two incorporated cities in Madera County. 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: 2020 Population in Madera County*

Jurisdiction	Population	Percent of County
Ahwahnee	2,270	1%
Chowchilla	18,443	12%
Coarsegold	4,893	3%
Fairmead	1,133	1%
Madera	65,575	42%
Bonadelle Madera Ranchos	5,191	3%
Oakhurst	5,405	3%
Yosemite Lakes	5,303	3%
County Remainder	47,712	31%
TOTAL	155,925	100%

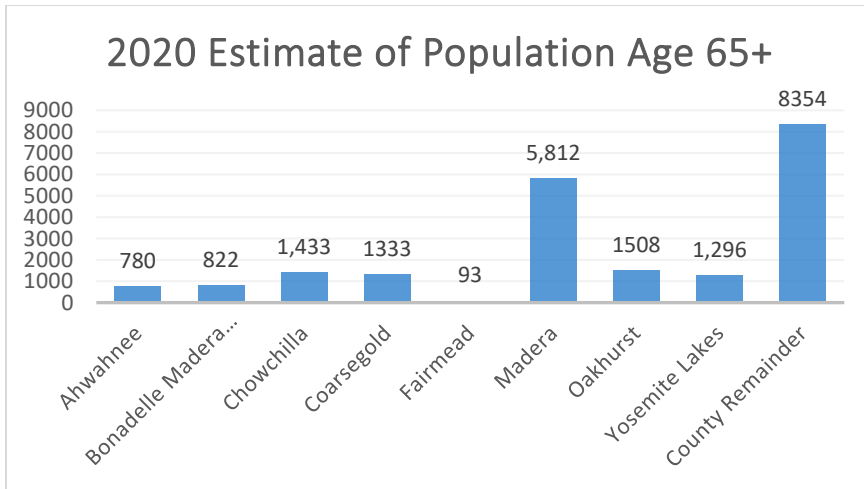
Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

### Assessing Transit Dependency by Age

As stated in the beginning of this section, the TDA identifies elderly populations to be potentially transit dependent. For the purposes of this section’s analysis, individuals considered to be elderly are 65 years of age or older. According to the 2016-2020 ACS Five-Year Estimates, 21,431 individuals in Madera County are identified as elderly, accounting for approximately 13.8% of the County’s total population. With 5,812 individuals, the City of Madera has the highest population of elderly individuals in the County, followed by the City of Chowchilla, with an elderly population of 1,433.

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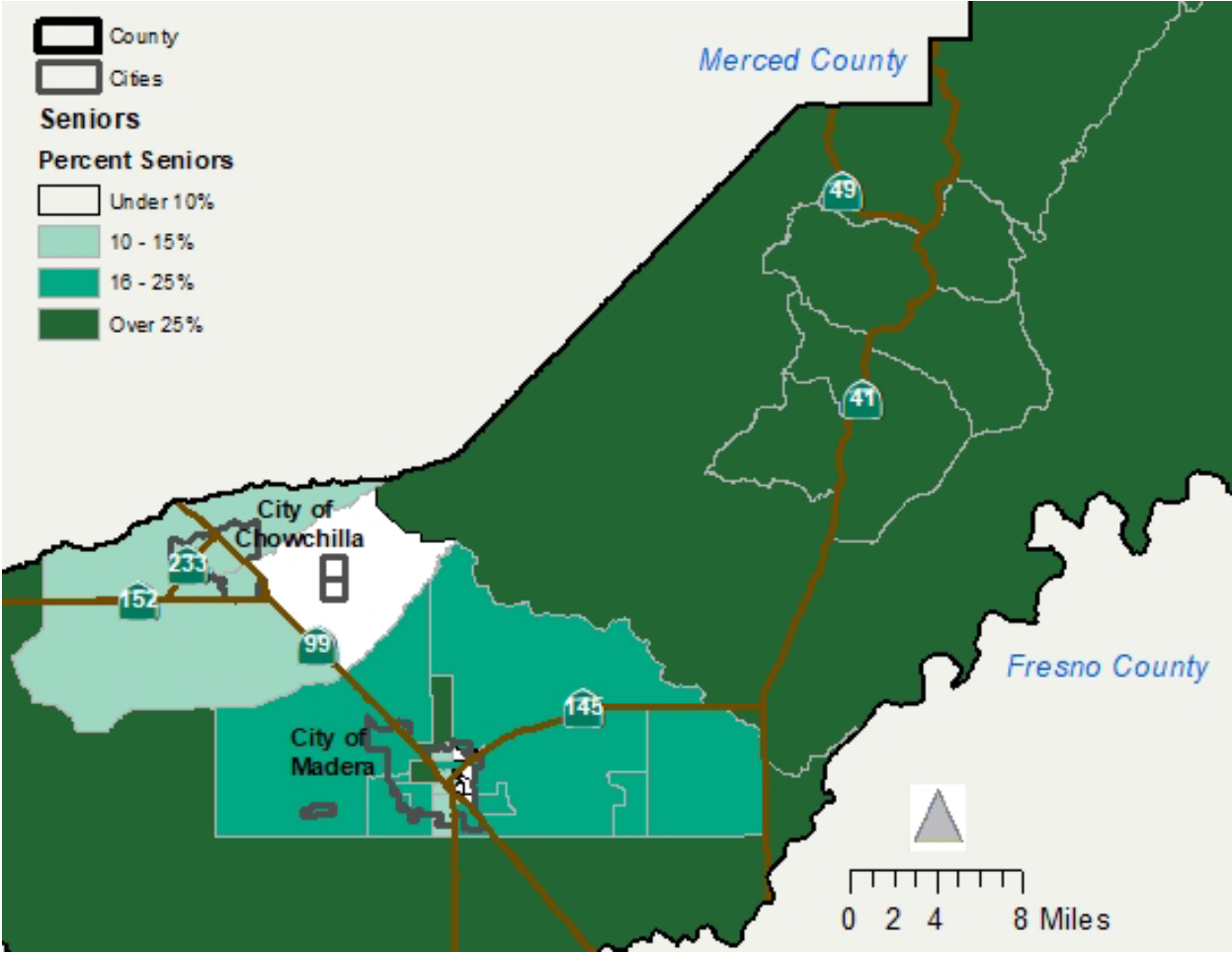
Figure 1: 2020 Estimate of Population 65+



Source: U.S. Census Bureau, 2016-2020 5-Year ACS (Table B01001)

Figure 2, below, shows the geographic concentrations of the over 65 populations by census tract. The darker colors reflect a higher percentage of elderly population, while lighter colors identify a lower percentage.

Figure 2: Distribution of Populations Age 65 or Older by Census Tract



Source: U.S. Census Bureau, 2016-2020 5-Year ACS (Table S0101)

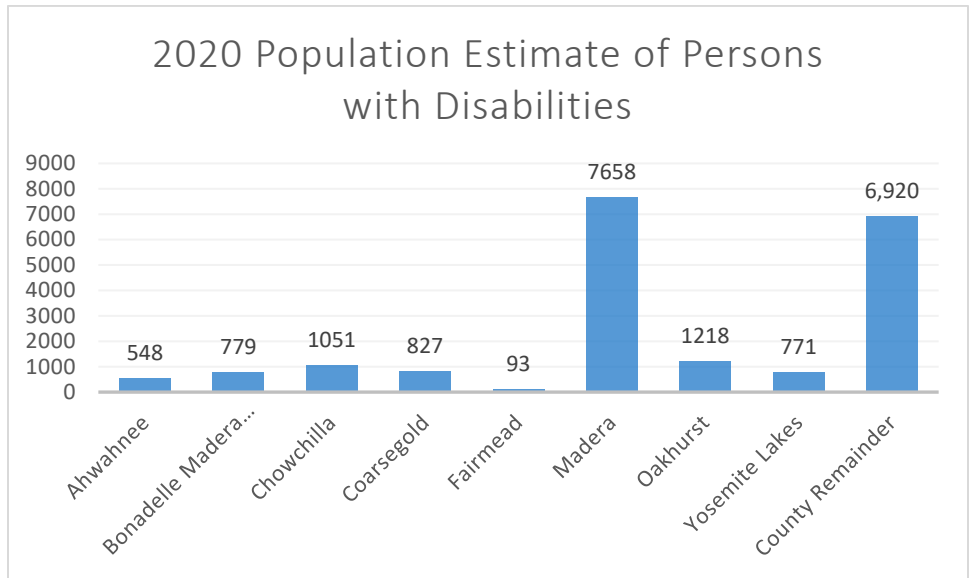
As shown in Figure 2 above, based on overall population in each census tract, the most concentrated populations of people aged 65 years or older are in the eastern part of Madera County, the south and west areas of the County and some areas within the City of Madera.

Assessing Transit Dependency by Disability

According to the U.S. Census Bureau, respondents who report anyone of having the following six disability types, are considered to have a disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. In the 2016-2020 ACS 5-Year Estimates, it was determined that approximately 13% 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.

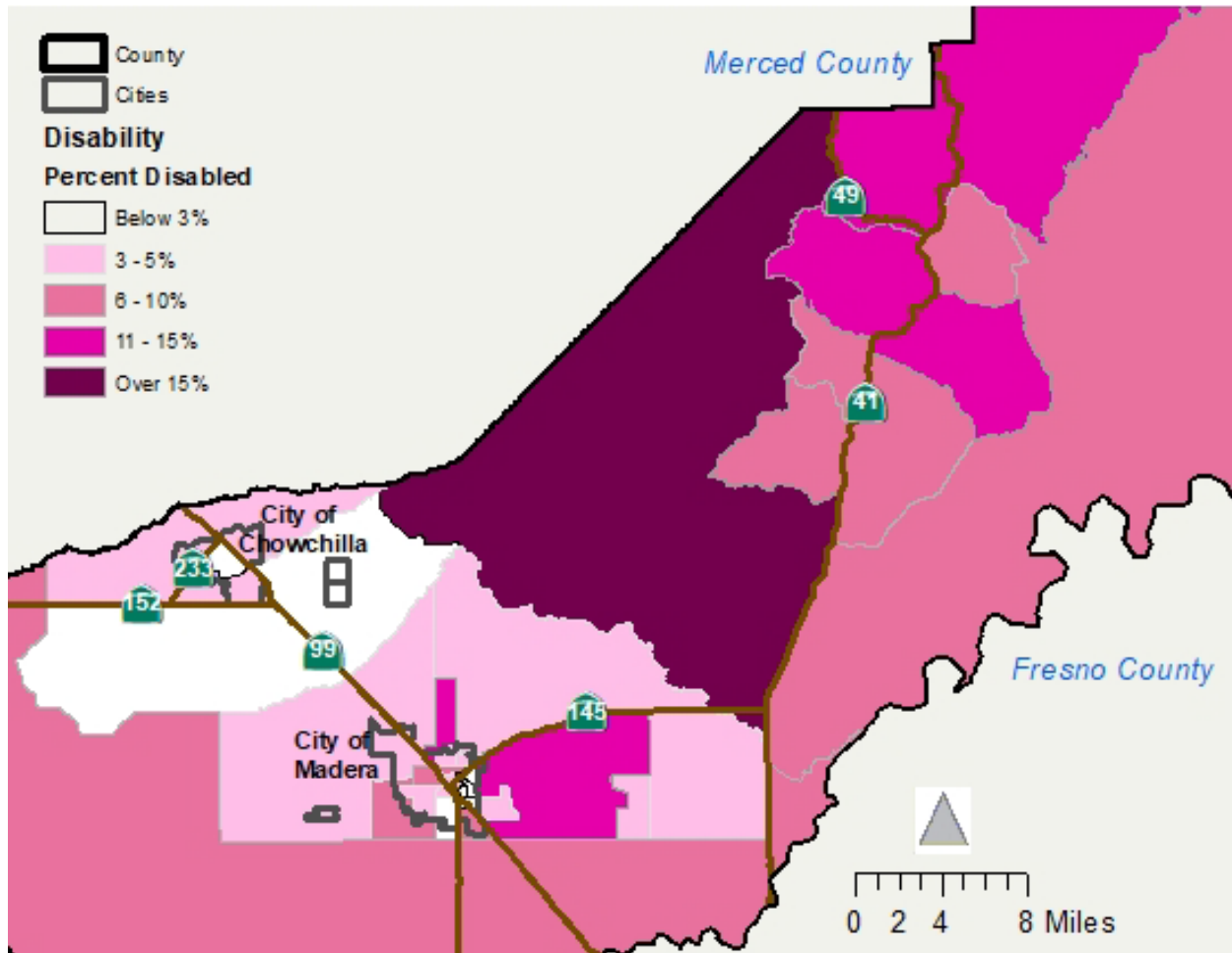
Figure 3: 2020 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2016-2020 5-Year ACS (Table DP02)

Using 2020 ACS data, Figure 4, on the following page, identifies the distribution of disabled populations over the age of 65 within Madera County by census tract. The lighter portions of the map designate a lower percentage of disabled people living in the census tract, while the darker portions of the map designate a higher percentage of disabled people living in the census tract.

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



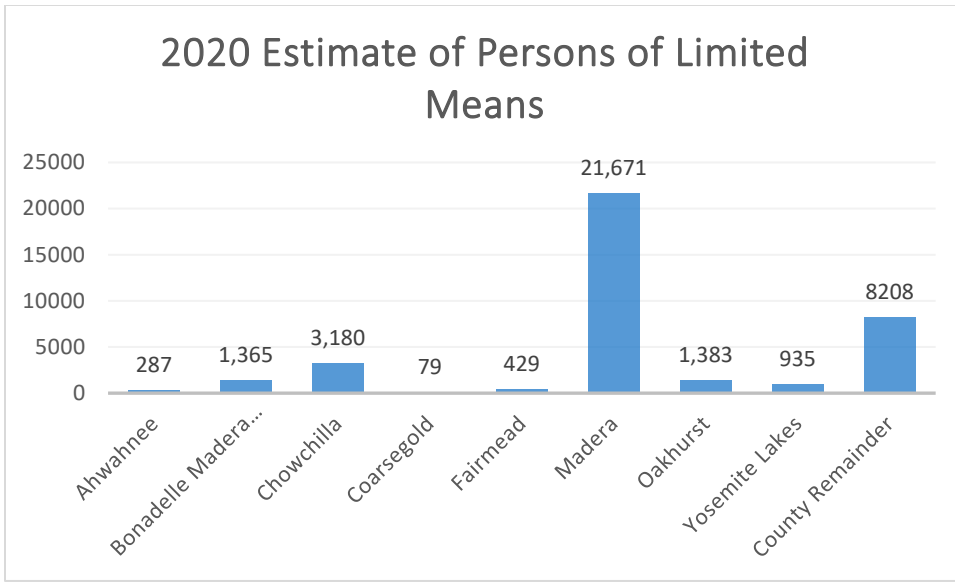
Source: U.S. Census Bureau, 2016-2020 5-Year ACS (Table DP02)

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 2020 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 2020, 24% (37, 537) 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 58% and 8.5% respectively, of the County’s total population of this group. Figure 5, below, provides a further breakdown of the estimated population of persons of limited means living within Madera County.

Figure 5: 2020 Estimate of Persons of Limited Means

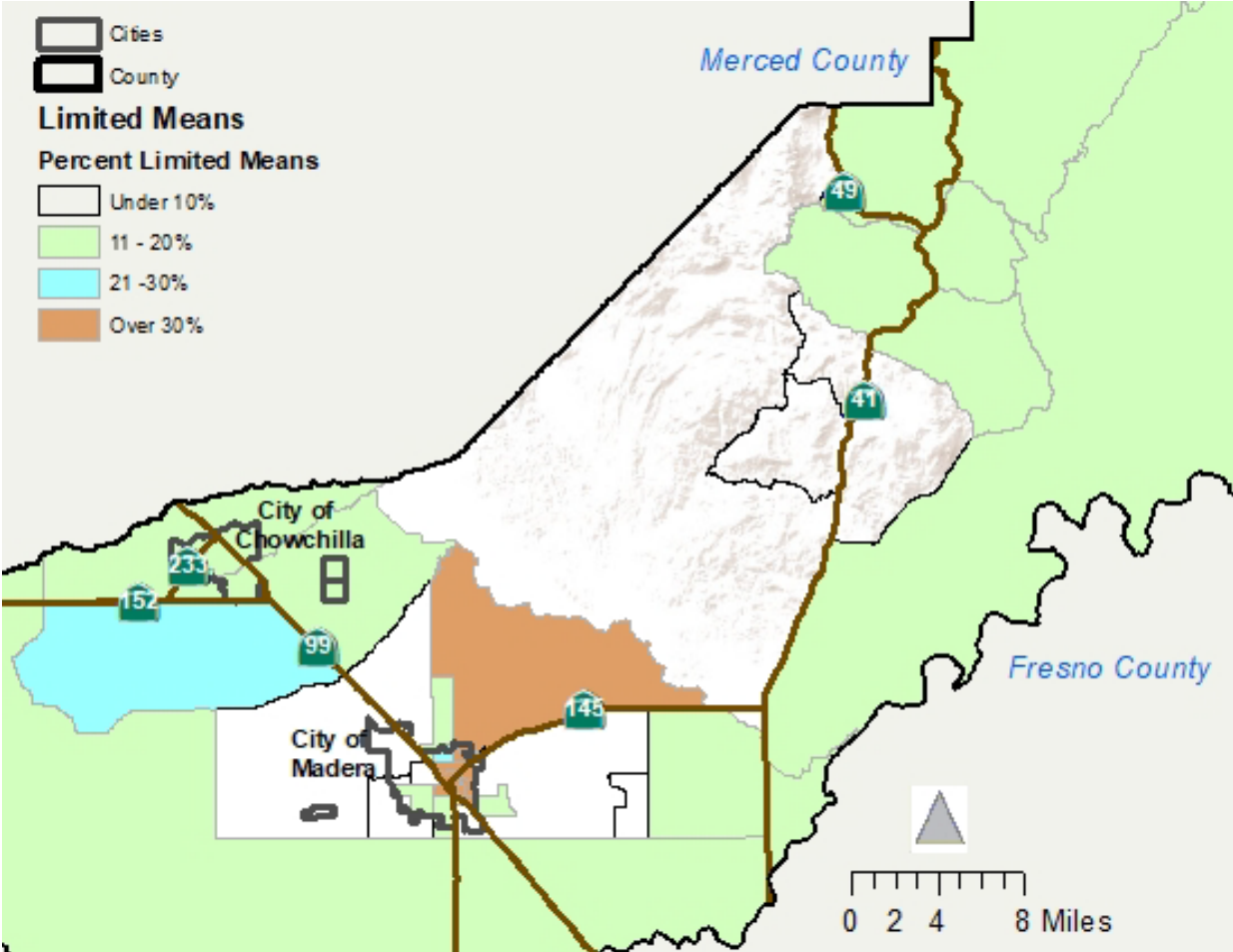


Source: U.S. Census Bureau, 2016-2020 5-Year ACS (Table S1701)



The following map shows the concentration of persons living below 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 of Limited Means by Census Tract



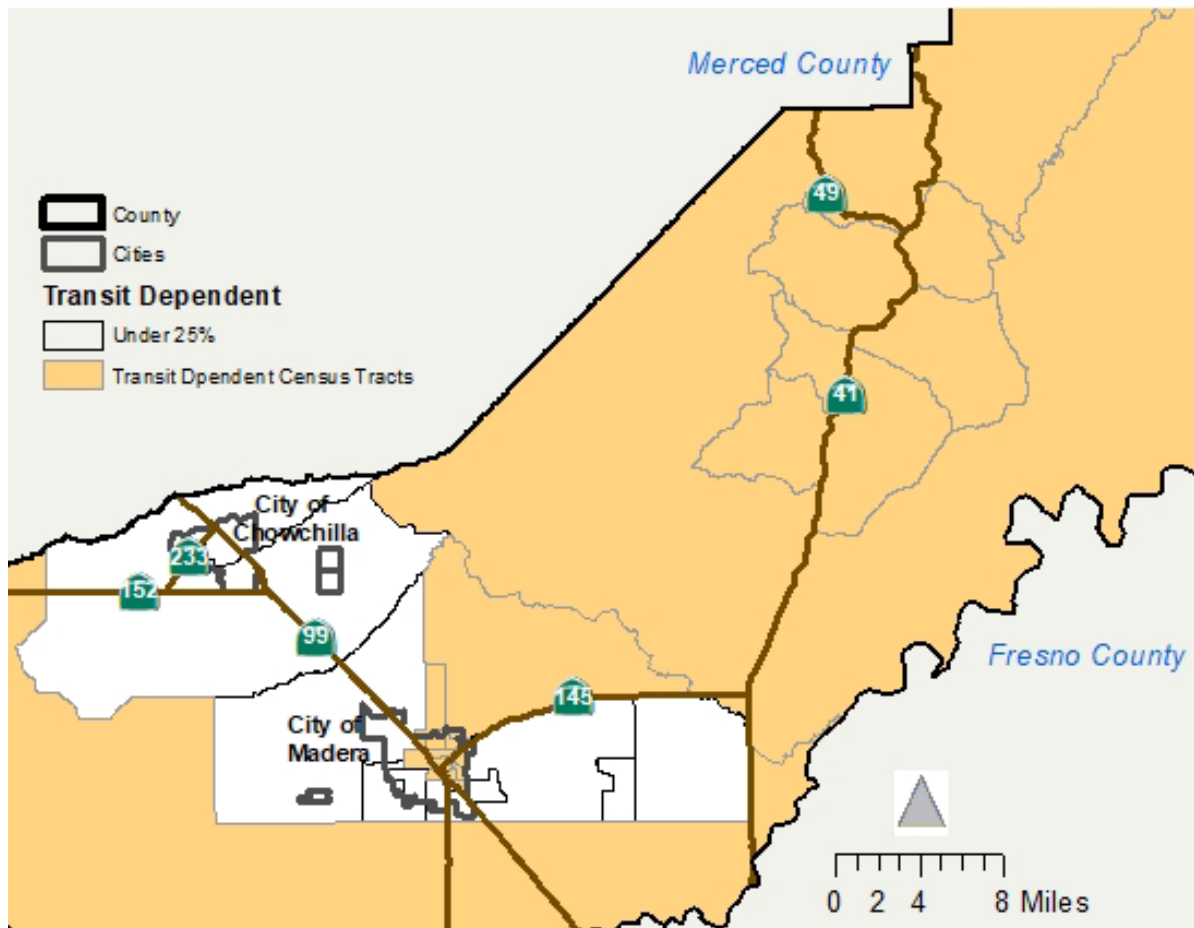
Source: U.S. Census Bureau, 2016-2020 5-Year ACS (Table S1701)

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 and north east of the City of Madera. 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 populations in the top 25 percent of each dataset (senior population, population of persons with a disability, and low-income population) were used to determine the areas that were more likely to have transit dependent populations.

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



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

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

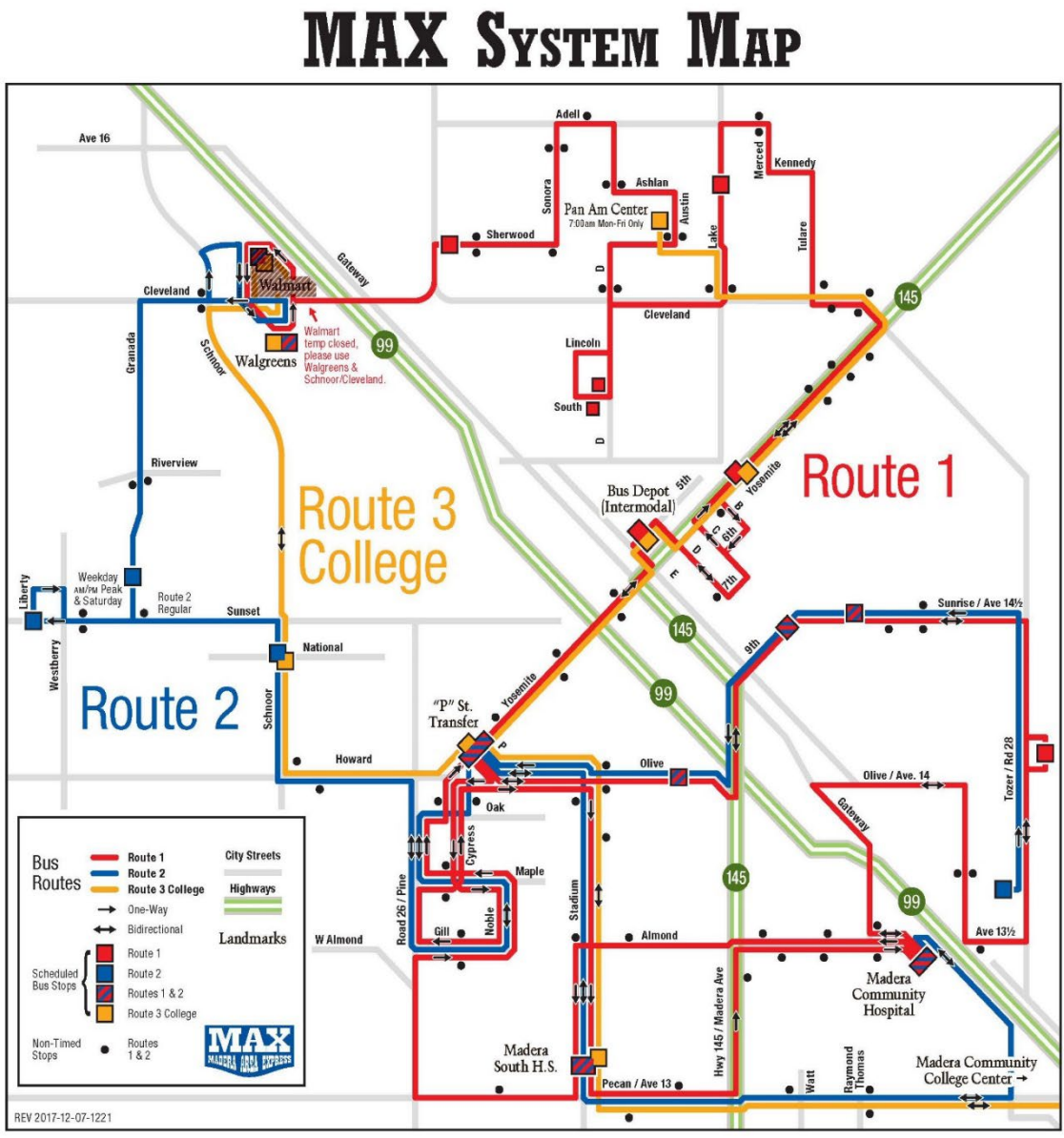
## Transportation Services in Madera County

### CITY OF MADERA

The City of Madera and its environs are served by a number of public and private transportation providers. The City operates the Madera Metro) fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both services are operated under contract with MV Transit. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operated primarily within the City limits, as shown in Figure 8. The system transports over 42,288 riders annually.

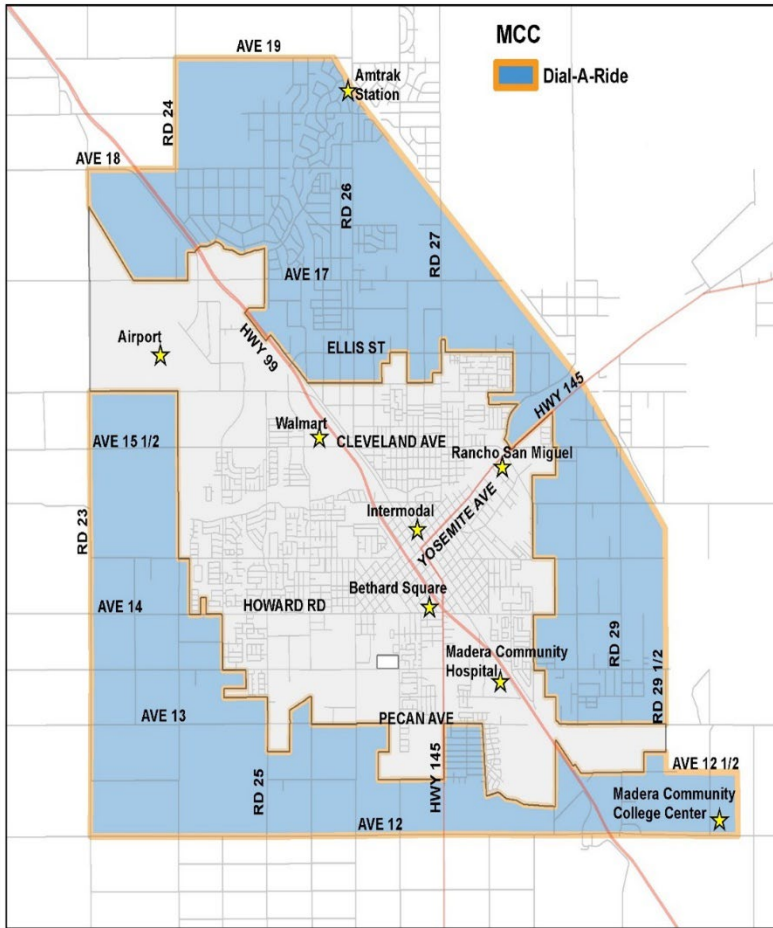
Dial-A-Ride is a general public system primarily serving the elderly and disabled. The service operated weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted in Figure 9, and transports 5,581 riders annually. The County of Madera contracts with the City of Madera to provide this transit service outside the Madera city limits.

Figure 8: Madera Metro Service Area Map



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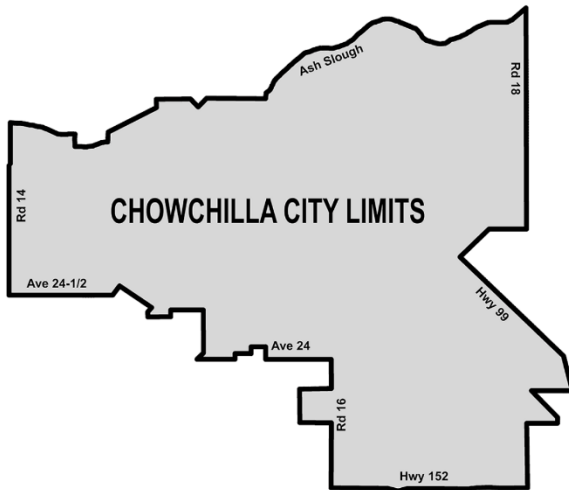
Figure 9: DAR Service Area Map



## CITY OF CHOWCHILLA

The City of Chowchilla operate 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 5:00 p.m. As shown in Figure 10, the CATX service area encompasses the City limits of Chowchilla.

Figure 10: CATX Service Area Map



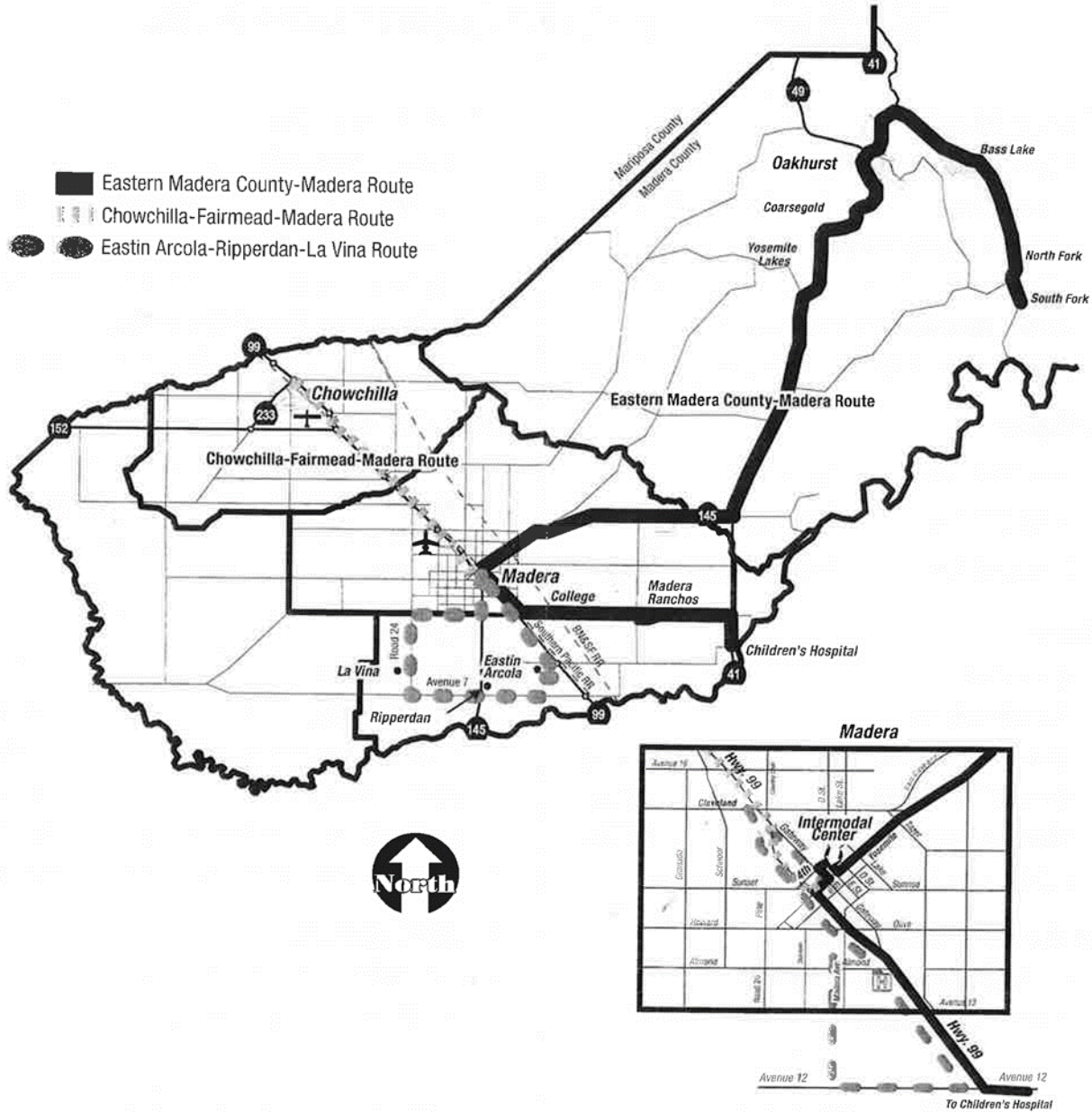
## COUNTY OF MADERA

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. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves seniors and disabled residents and the Eastern Madera County Escort Program is an inter-city demand-response bus service.

As shown in Figure 11, MCC operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children’s Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/LaVina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Wednesday and Friday. MCC operates weekdays from about 6:00 a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is schedule 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

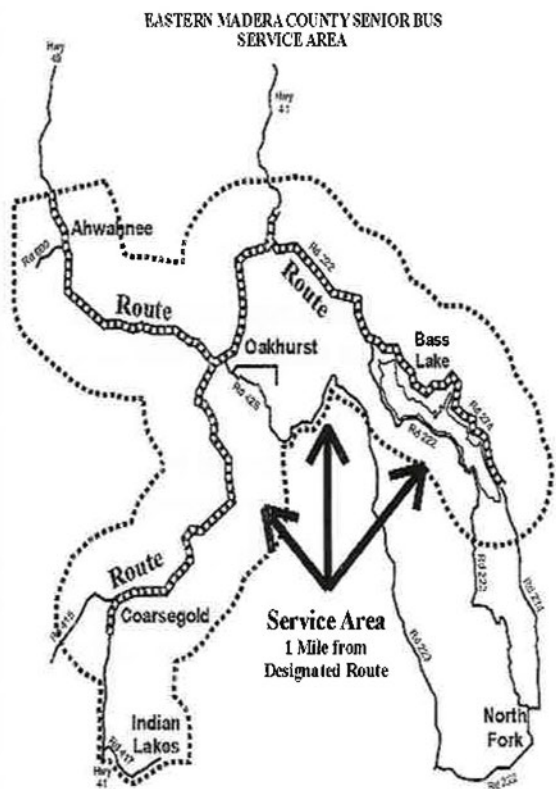
# MADERA COUNTY CONNECTION SYSTEM MAP



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 seniors 60 years and older and disabled residents. As shown in Figure 12, the service area encompasses a large region, including Oakhurst, Bass Lake, Coarsegold, and Ahwahnee.

The Escort Program has been in operation since 1988 as a demand-response, general public transportation service. The system provides medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County general public residents with an emphasis on service senior residents 60 years and older and the disabled. Service is provided on Tuesdays and Thursdays from 8:30 a.m. to 4:30 p.m. A 24-hour advanced reservation is required, except for medical emergencies. Individuals requesting a ride are required to contact the Exchange to schedule their trip. The Escort Program serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County Region as far as the Cities of Madera, Fresno, and Clovis.

Figure 12: Eastern Madera County Senior Bus Service Area Map





Other Transportation Providers

**CALVANS (CALIFORNIA VANPOOL AUTHORITY)**

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

**YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)**

YARTS provides public transit in the Yosemite region, with buses entering Yosemite Valley from Merced, Mammoth Lakes, Sonora, and Fresno – as well as many different towns along the way. YARTS began service in May 2000, and now provides an alternative to driving to nearly 60, 000 riders per year. YARTS is managed by the Merced County Association of Governments and offers rides to all visitors to Yosemite.

[Madera County Transit Services Statistics](#)

*Table 3 Madera County Transit Service FY 2020-21*

<b>TRANSIT SERVICE</b>	<b>PASSENGERS</b>	<b>REVENUE MILES</b>	<b>REVENUE HOURS</b>
<b>Fixed Routes</b>	<b>58,078</b>	<b>409,331</b>	<b>13,970</b>
<b>Para-Transit</b>	<b>24,038</b>	<b>125,594</b>	<b>13,970</b>
<b>totals</b>	<b>82,116</b>	<b>534,925</b>	<b>34,569</b>

**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 seniors and disabled riders. 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

Seniors, the disabled, 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 2015 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 service 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.

## ADDITIONAL TRANSPORTATION SERVICES AND ASSISTANCE

- 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.

## 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 operate 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 one time 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.

## 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 9 vans that operates 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 101 public comments regarding potential unmet transit needs, service improvement requests, and community needs in the region. This year the outreach was done in a hybrid format. MCTC received many comments from the community. Due to COVID-19, MCTC did not receive the same amount of comments that have been received in the past. Based on the Madera County Transportation Commission’s adopted definitions of “unmet transit need” and "reasonable to meet", **unmet transit needs, including those that are not 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 from the public. MCTC planned for the required public hearing and additional workshops however, due to COVID-19, MCTC conducted the public hearing in a hybrid format, in person and via GoToWebinar. MCTC also emphasized the importance of submitting comments via email, phone, or mail.

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

- Notice of the public hearing was circulated in the Madera Tribune on March 12, 2022 (Figure 13, below).
- Notice and information regarding the hearing was posted on maderactc.org and MCTC’s Facebook page
- Information, schedules, and fliers regarding the hearings were included in the meeting agendas for the Technical Advisory Committee, Social Services Transportation Advisory Council and the Madera County Transportation Commission’s Policy Board in April 2022. The flier (in English and Spanish) contained information about the hearing date, background information regarding the purpose of the hearings and unmet transit needs, and how residents could personally participate in the unmet transit needs process. See Figure 14 and 15.
- Information regarding the hearing were either mailed or emailed to a list of interested individuals and organizations. See Table 4 below.
- Special fliers (in English and Spanish) were posted at the following locations and more:
  - 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) Bass Lake Government Center – Courthouse
  - Visual announcements (in English and Spanish) regarding the hearing were placed on all buses.

A Spanish language interpreter was available, in person, at the hybrid Public Hearing.

Unmet Transit Needs FY 2022-2023  
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Figure 13: Proof of Publication

Received  
Proof of Publication  
(2015.5 C.C.P.) MAR 17 2022

MCTC

PUBLIC NOTICE

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 4807

STATE OF CALIFORNIA )  
 ) ss.  
County of Madera )  
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:

MARCH 12, 2022

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

*Christy Lopez*  
Signature

DATED: MARCH 12, 2022

Proof of Publication  
The Madera Tribune | P.O. BOX 269 | Madera CA 95371  
Adjudged a newspaper of general circulation by court decree N  
The Madera Tribune

**PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING**

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, April 20, 2022 at 3:00 p.m., through a hybrid combination of in-person and/or all virtual attendance. This meeting will take place at the Madera-Cowley Board Chambers, 200 West 4th Street, 1st Floor, Madera, California 93637 and via teleconference using GoToWebinar. To participate in the live hearing via GoToWebinar, you must follow the link below and register to attend:

<https://attendee.gotowebinar.com/register/1681053644796044048>

After registration, you will receive important information about how to call-in to the Webinar. In person testimony will take place at the Madera County Board Chambers.

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. One of the aforementioned ways to submit a comment will be the best and most effective, given the current circumstances.

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 14, 2022, at 3:00 pm.

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 GoToWebinar, or in person, are encouraged to submit their comments in writing prior to April 22, 2022 for inclusion in the public record. You may email publiccomment@maderactc.org, call 559-675-0721 ext. 7, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at the below link: <https://www.surveymonkey.com/r/UTN2022>

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

La Comisión de Transporte del Condado de Madera (MCTC, por sus siglas en inglés) llevará a cabo una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte dentro del Condado de Madera. La audiencia tendrá lugar el miércoles, 20 de abril, 2022 a las 3:00 p.m., a través de un seminario web, GoToWebinar. Esta reunión se llevará a cabo en la Madera County Board Chambers, 200 West 4th Street, 1st Floor, Madera, California 93637 y virtualmente. Para participar en la audiencia en vivo, usando GoToWebinar, debe seguir el siguiente enlace y registrarse para asistir:

<https://attendee.gotowebinar.com/register/1681053644796044048>

Después del registro, recibirá información importante sobre cómo llamar al seminario web. El testimonio en persona se llevará a cabo en las Cámaras de la Junta 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. Una de las formas antes mencionadas de enviar un comentario será la mejor y más efectiva, dadas las circunstancias actuales.

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 14 de abril de 2022, antes de las 3:00 p.m.

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" como para cumplirlas. Después que todas las 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 anima a comparecer y dar testimonio sobre cualquier necesidad de transporte 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 tránsito, el tipo y cantidad de servicio de tránsito que se está pidiendo, el área geográfica en el cual se necesita 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 participar en la audiencia a través del GoToWebinar, o en persona, a enviar sus comentarios por escrito antes del 14 de abril de 2022 para su inclusión en el registro público. Puede enviar un correo electrónico a publiccomment@maderactc.org, llamar al 559-675-0721 extensión 7, enviar su comentario a 2001 Howard Road, Suite 201, Madera, CA 93637 o completar la encuesta en el siguiente enlace: <https://www.surveymonkey.com/r/UTN2022>

No. 4807 - March 12, 2022

Figure 14: Unmet Transit Needs Hearing Flier 2021- English

# UNMET TRANSIT NEEDS Public Comment Process

There will be a PUBLIC HEARING on Wednesday, April 20, 2022 at 3:00 pm at the Madera County Board Chambers at 200 West 4th St, 1st Floor, Madera CA 93637 for public comments on public transit needs in Madera County.

**Please register here to participate virtually:**  
<https://attendee.gotowebinar.com/register/1681053644796044048>

If you wish to call in, you will be in listen only mode unless you register and join online. Listen only phone:  
213-929-4221  
877-309-2074 (toll free)  
Access code: 657-098-138

To participate via telephone only,  
submit comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or  
call 559-675-0721 ext. 7

Attendance is not mandatory for participation. If you are unable to attend the GoToWebinar hearing, please send written comments to:

2001 Howard Road, Suite 201  
Madera, CA 93637  
Or email: [evelyn@maderactc.org](mailto:evelyn@maderactc.org)  
Or call: 559-675-0721 ext. 5

A photograph of the Madera County Board Chambers building, a large, classical-style structure with a prominent clock tower and a flagpole in front. The building is surrounded by trees and a clear sky.



Figure 15: Unmet Transit Needs Hearing Flier 2021- Spanish

**NECESIDADES DE TRÁNSITO NO SATISFECHAS**

**Proceso de comentario público**

Habr  una AUDIENCIA P BLICA el mi rcoles 20 de abril de 2022 a las 3:00 p. m. en las C maras de la Junta del Condado de Madera en 200 West 4th St, 1st Floor, Madera CA 93637 para comentarios p blicos sobre las necesidades de transporte p blico en el Condado de Madera.

**Reg strese aqu  para participar virtualmente:**  
**<https://attendee.gotowebinar.com/register/1681053644796044048>**

Si desea llamar, estar  en modo de solo escuchar a menos que se registre y se una en l nea. Para solo escuchar:  
213-929-4221  
877-309-2074 (gratuito)  
C digo de acceso 657-098-138

Para participar solo por telefono, env e comentarios a:  
**[publiccomment@maderactc.org](mailto:publiccomment@maderactc.org)** o llame al 559-675-0721 ext. 7

Ir en persona no es obligatorio para participar. Si no puede asistir a la audiencia de GoToWebinar, env e sus comentarios por escrito a:  
2001 Howard Road, Suite 201  
Madera, CA 93637  
O correo: [evelyn@maderactc.org](mailto:evelyn@maderactc.org)  
Or llame: 559-675-0721 ext. 5



**Table 4: List of Interested Individuals and Organizations**

<b>AGENCY</b>	<b>ADDRESS</b>
City of Chowchilla	145 Robertson Boulevard, Chowchilla, CA 93610
MV – Dial-A-Ride	123 North E Street #102, Madera, CA 93638
Madera County Health Department	14215 Road 28, Madera, CA 93637
City of Madera	205 West 4 <sup>th</sup> Street, Madera, CA 93637
Department of Social Services	1626 Sunrise Ave., Madera, CA 93638
Community Action Partnership of Madera County	1225 Gill Avenue, Madera, CA 93637
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
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 Health Department – Comprehensive Prenatal Outreach	14215 Road 28, Madera, CA 93638
Moy and Associates	6082 Millerton Road, Friant, CA 93626
Camarena Health Centers, INC.	201 South B Street, Madera, CA 93638
Madera Coalition for Community Justice	P.O. Box 817, Madera, CA 93639
Fresno-Madera Area Agency on Aging	2037 West Bullard Ave. #512, Fresno, CA 93711
Community Integrated Work Program	980 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	46575 Road 417, Coarsegold, CA 93614
Madera Community Hospital	1250 East Almond Avenue, Madera, CA 93638
Madera County Social Services Department	629 East Yosemite Avenue, Madera, CA 93637
Oakhurst Sierra Senior Care	P.O. Box 122, Oakhurst, CA 93644

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Oakhurst Area Chamber of Commerce	40343 Highway 41, Oakhurst, CA 93644
Madera County Mental Health Department	P.O. Box 1288, Madera, CA 93637
Madera Community College Center	30277 Avenue 12, Madera, CA 93638
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
Oakhurst Counseling Center	49774 Road 426, Suite D, Oakhurst, CA 93644
Oakhurst Center	P.O. Box 1910, Oakhurst, CA 93644
Table Mountain Rancheria	P.O. Box 410, Friant, CA 93626
North Fork Rancheria	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
Pacific Family Health Madera Dialysis	266 North Grove Industrial Drive, Fresno, CA 93727
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
Madera Adult Day Care & Respite Center	322 West 6 <sup>th</sup> Street, Madera, CA 93637
Golden Valley Chamber of Commerce	37167 Avenue 12, Suit 2C, Madera, CA 93638
Madera County Council on Aging	1030 South 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	117 South Lake Street, Madera, CA 93638
Madera Chamber of Commerce	120 North E Street, Madera, CA 93638
Ranchos Hills Seniors	37300 Berkshire Drive, Madera, CA 93638
Rolling Hills Citizens Association	41016 Ave 11, Madera, CA 93636
Coarsegold Chamber of Commerce	P.O. Box 815, Coarsegold, CA 93614
Madera Hispanic Chamber of Commerce	11110 El Capitan Drive, Madera, CA 93638
Leadership Counsel for Justice and Accountability	2210 San Joaquin St. Fresno, CA 93721

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Fairmead and Friends	P.O. Box 517, Chowchilla, CA 93610
Chowchilla Senior Center	130 S. Second St. Chowchilla, CA 93610
Madera Counseling Center	14277 Rd 28, Madera, CA 93638
Madera County Food Bank	225 South Pine, Madera, CA 93637
Valley Children's Hospital	9300 Valley Children's Pl., Madera, CA 93638

**INDIVIDUALS**

Cynthia Ortegon	Russell Shaw
Daniel Rivera	Sandra Martin
Doris Harley	Gwendolyn Palmer
Jose Munera	Linda Clark
Mike Fuller	Modesta Avila
Nancy Fitzgerald	Pamela Mashack
Ray Luna	

[Analysis of the Comments Received at the Public Hearings](#)

The following tables provide a summary of the public comments that were received. One of the public comments was considered by the SSTAC to be a potential unmet need. The SSTAC applied the MCTC Policy Board adopted definition of “unmet transit need” and “reasonable to meet” to those comments and determined that for Fiscal Year 2022-2023 there are no **unmet transit needs, including transit needs that are reasonable to meet**. MCTC staff concur with the SSTAC’s finding. See Figure 16 and 17.

All comments were compiled and included with the SSTAC agenda for May 9 and 16, Appendix D and E, respectively. Agenda items of the meetings held by the SSTAC this fiscal year are also be included in the Appendix.

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Table 5: SSTAC Analysis of Potential Unmet Transit Needs FY 2022 – 2023

Analysis of Comments Received During the FY 22/23 Unmet Transit Needs Process						
#	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	NOTES
<b>Workshops</b>						
1	County	MCC/ La Vina	6 PM bus route reinstatement	No		Expanded service already. Additional day since March, on Monday. County will be monitoring ridership.
2	County	MCC/ La Vina	Bus Service on Monday	No		See above.
3	County	MCC/ La Vina	More Dial A ride eligibility	No		There is fixed route in this area. Dial-A-Ride will be considered in the future with the service improvement plan.
4	City of Madera	Metro	Maps at the bus shelters to show where people are at and the direction/connections.	No		Increase signage to improve visibility and user friendliness (METRO) is being addressed with permanent solution coming with the Madera transit plan (May 2023). County is working on purchasing sign for bus location with more information.
5	City of Madera	Metro	The buses need better signaling. Community members have used the bus and being dropped off at the stop they didn't want to wait for a connection bus. It was not clearly understood that the bus would not directly drop them off.	No		Technology enhancement is being looked at. First lower scale improvement gearing towards larger scale.
6	City of Madera	Metro	Shelters and seats needed.	No		More information needed. There is a revamping on all routes so it will be evaluated as the city moves forward.
7	City of Madera	Metro	More frequency for METRO. Hospital route takes too long, now 2 hours instead of 30 minutes.	No		Part of driver shortage during Covid and being addressed.
8	City of Madera	Metro	Walmart Stop	Yes	Yes	Part of Madera Transit plan to Study. Under review at this time.
9	City of Madera	Metro	Bus taking too long cause delays, so community members lose their doctors	No		Part of driver shortage during Covid and being addressed.

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			appointments and have to re-schedule doctor's appointments.			
10	City of Madera	Metro	Bus stop condition: No bus shelter to wait for bus or seat.			There is a revamping on all routes so it will be evaluated as the City moves forward.
11	County	MCC	More La Vina bus stops.	No		Under Consideration for improvement plan.
12	City of Madera	Metro	Tulare St does not have bus stops.	No		Residential area; there are bus routes on main streets (Cleveland stop). There are liability issues. Dial-A-Ride available for door-to-door.
13	City of Madera	Metro	Cleveland, there are bus stops bus stops but more needed and shelters needed.	No		There is a revamping on all routes so it will be evaluated as the City moves forward.
14	City of Madera	Metro	Yosemite, Adell St., Cleveland, behind Monroe St., RD 29, Rd 28, 13, 15, 14 no bus stops or shelter.	No		There is a revamping on all routes so it will be evaluated as the City moves forward.
15	City of Madera	Metro, MCC	More direct routes. It takes too long. More buses.	No		Service expanded since March 1.
16	County	MCC	Almost total lack of public transportation. There is an inability to reach services (School, adult school) for students. Service to reach the College. YARTS used to give service, but the County did not believe in it.	No		These are the types of improvements that MCC is continuously looking at. Ongoing review. YARTS routes are reviewed by another agency.
<b>Comment Cards</b>						
17	City of Madera	Metro	More buses for whoever doesn't have a car by Abby St.	No		There are liability issues in residential areas. Dial-A-Ride provides Door-to-door service.
18	City of Madera	Metro, DAR	My main concern about the bus stop are the following: as a resident, I'm not considered part of the city because I reside on Posey Ave/28 ¼ Rd. Now I do have 2 bus stops near by now but they are a walking distance. Unfortunately, during rainy seasons there isn't much protections against the rain. Although I no longer commute using public transport I do see other resident standing near the bus stop to seek shelter from rain or sun. also, hours of waiting time are so off schedule	No		There are liability issues in residential areas. Dial-A-Ride provides Door-to-door service.

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			although I know they try their best it was a struggle for myself to go out to school on time because of waiting time or constant stops.			
19	City of Madera	Metro, DAR	I live on Posey Ave, crossing rd is 28 ¼ in Madera the only bus stop close to me is on Tozer near Cotton Creek Apartment, in the bus would pass every 15-30 min on time and as scheduled I would be able to get to work but due to Covid I have not been able to catch the bus because to get to work it would end up not coming until 30 more minutes after and ended up walking and me being pregnant. Also tried dial-a-ride they tell me to schedule an appointment which it would not benefit me because I need it right away.	No		Part of driver shortage during Covid and being addressed.
20	City of Madera	Metro, DAR	Fresus Way and Olive Avenue More transit	No		There are liability issues in residential areas. Dial-A-Ride provides Door-to-door service.
	City of Madera		More streetlights	No		Refer to Public Works Department.
21	County	MCC	More public transit in La Vina area	No		Service expanded since March 1.
	County		Improve streets Sidewalks for La Vina school More streetlights	No		Refer to Public Works Department.
22	City of Madera	Metro, DAR	Wilson St and Davis St More bus stops More bus shelters Improve public transit	No		There is a revamping on all routes so it will be evaluated as the City moves forward.
	City of Madera		Improve the streets, there are tons of potholes More streetlights, the streets are very dark	No		Public works will receive the comments

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23	City of Madera	Metro, DAR	Ellis Street More bus stops Public transit	No		There is a revamping on all routes so it will be evaluated as the City moves forward.
	City of Madera		Improve Ellis St. A stop sign	No		Refer to Public Works.
24	City of Madera	Metro, DAR	Lake St and 5 St. Improve public transit Bus stop	No		There is a revamping on all routes so it will be evaluated as the City moves forward.
	City of Madera		More sidewalks for walking	No		Refer to Public Works.
25	City of Madera	Metro, DAR	Cleveland Ave and Owens St. Bus drivers are not polite, please improve.	No		Customer service training and safety training already provided. More training will be coming up in-person. Driver shortage is being addressed and that is expected to improve customer service.
	City of Madera		There is too much garbage from homeless people	No		Refer to Public Works.
26	County	MCC	Improve public transit More stops	No		These are the types of improvements that MCC is continuously looking at. Ongoing review.
27	County	MCC	Improve public transit	No		These are the types of improvements that MCC is continuously looking at. Ongoing review.
	County		Improve La Vina school More streetlights	No		Refer to Public Works.
28	County	MCC	Improve public transit (it charges a lot)	No		Fares have not been raised for over 20 years. It will be considered in the future when the County has more capacity.
	County		More Street lights in La Vina St., Uvas Ave., Paraiso St., Ave 9.	No		Refer to Public Works.
	County		More sidewalks for students.	No		Refer to Public Works.
	County		Bike lanes	No		Refer to Public Works.
29	County	MCC, DAR	More Street lights, it is dark at night More sidewalks, there aren't any Improve public transit. They charge a lot. Fix streets Rd 27, Rd 24, Rd 25, Ave 7. Bike lanes.	No		Refer to Public Works.
30	County	MCC	Improve public transit.	No		There is on-going assessments and service improvement.



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31	County		More bike lanes so children can use their bicycles. More patrolling around La Vina streets.	No		Refer to Law Enforcement.
32	County		Potholes in Yosemite Trash around Riverside More stop signs (4th st) More street lights (4th St)	No		Public works will receive the comments
33	County		Potholes around Tulare St Wessmith Way, speeding Sidewalks Lighting	No		Public works will receive the comments. Refer to Law enforcement.
34	County		Road 28 and 13 ½ Ave Sidewalks for children to go to school Stop signs Street lights because it is very dark Fix the streets	No		Refer to Public Works.
35	County		Fix potholes, there are too many. More traffic lights around 18 ½ for <b>children safety</b> .	No		Refer to Public Works.
36	City of Madera		Lives by Lake St. He would like more information if it would be possible to add more stop signs.	No		Refer to Public Works.
37	County		More streetlights and street improvements because it is hard to cross the streets. Rd 28 ½ and 13 ¼.	No		Refer to Public Works.
38	City of Madera		Put a stop sign between the street by the Pan American Park. There are always accidents happening, it is dangerous especially it being close to where children are present.	No		Refer to Public Works and Law Enforcement.
39	City of Madera		Merced St and Fresno St, Green Way Stop signs Lighting is very dim	No		Refer to Public Works.
40	City of Madera		Katherine St More streetlights and stop signs. There are many accidents in this area.	No		Refer to Public Works and Law Enforcement.
41	City of Madera		I would like to get more stop signs by Sherwood St and Lake St. There is a lot of accidents on that Road. Thank you.	No		Refer to Public Works and Law Enforcement.

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42	City of Madera		Improvements to Tulare St. More stop signs More sidewalks	No		Refer to Public Works.
43	City of Madera		Improve E. Yosemite Ave. Fix streets. More stop signs for children's safety around <b>MLK, Sierra Vista, and Millview School.</b>	No		Refer to Public Works.
44	County		I would like that streets: 13 ¼ and Rd. 29 be fixed. And more stops signs and traffic lights	No		Refer to Public Works.
45	City of Madera		Fix Gateway, SR 145, there are too many potholes	No		Refer to Public Works.
46	City of Madera		Fix E. Yosemite Ave. Lots of potholes.	No		Refer to Public Works.
47	County		La Vina streets: Ave 9, 8 ½, 8. Rd 24, 23 are in bad conditions.	No		Refer to Public Works.
48	City of Madera		I would like more street lighting. Fix roads.	No		Refer to Public Works.
49	County		Fix potholes on 17 ½. The potholes affect car tires.	No		Refer to Public Works.
50	City of Madera		More lighting around Davis St. it is very dark. Fix streets there are many potholes.	No		Refer to Public Works.
51	City of Madera		Improve streets. Fix road potholes. Improve pedestrian infrastructure. More recreation areas.	No		Refer to Public and Parks and Recreation Department.
52	City of Madera		I would like to see more stop signs on SR 145 because there are many accidents there.	No		Refer to Public Works.
53	County		I would like 28 ½ and 13 ¼ to be fixed. There are many potholes and add more stop signs.	No		Refer to Public Works.
54	City of Madera		E Yosemite is very dark at night, it needs more streetlights.	No		Refer to Public Works.
55	City of Madera		More Street lights on E. Yosemite Ave.	No		Refer to Public Works.
56	City of Madera		I live by B St and A St. <b>For children's safety when going to school:</b> Streets are in bad conditions, they need fixing. It is very dark at night, more streetlights.	No		Refer to Public Works.

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57	City of Madera		More Street lights and fix those that do not work. Get more patrols day and night. Azalea Ave, Road 29, fix parks, clean the streets	No		Refer to Public Works.
58	City of Madera		Lilly St and Sunrise Ave Traffic light for <b>children's safety for school</b> (Virginia). Add speed bumps on Sunrise Avenue and Lilly St. Speed signs for cars, so they reduce speed Public transit	No		Refer to Public Works and Law Enforcement.
59	City of Madera		E. Yosemite Ave.	No		Not enough information.
60	City of Madera		<b>Streets around schools for children's safety.</b>	No		Not enough information.
61	City of Madera		N Lake and Sherwood St. add stop sign	No		Refer to Public Works.
62	City of Madera		Austin and Martin St. Repair Streets More Street lights because they are dark Sidewalks for House entrances	No		Refer to Public Works.
63	City of Madera		I live by Millview school, I would like more stop signs, thanks.	No		Refer to Public Works.
64	City of Madera		N. L St. I would like pavement where I live because I live by an alley. Thank you.	No		Refer to Public Works.
65	City of Madera		Washington Ave and Washington, or Crossing St. Sidewalks Fix the streets, the potholes for cars	No		Refer to Public Works.
66	City of Madera		Cross St and Lily St, Magnolia St, Washington St. Sidewalks Fix Streets More streetlights Stop signs	No		Refer to Public Works.
67	City of Madera		I live by Sherwood Way and Lake St. there are too many accidents Stop signs to prevent car accidents and it is <b>dangerous for children in the park.</b>	No		Refer to Public Works.
68	County		Improve streets Ave 12 and 10	No		Refer to Public Works.

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69	City of Madera		Sonora Street and Cleveland Ave Fix streets and potholes Add speed bumps because cars speed on the streets <b>More safety for school children</b>	No		Refer to Public works and Law Enforcement,
70	Chowchilla		Improve streets More speed bumps cars speed a lot	No		Refer to Public works and law-enforcement.
71	City of Madera		Sunrise and Lilly St. More police officers More speed bumps, cars speeding More speed signs	No		Needs to be referred to Law Enforcement.
72	County		Rd 29 ½ and Ave 8 More speed bumps: cars speed Fix streets More signs for children's safety	No		Refer to Public works and Law Enforcement.
73	County		Rd 29 ½ and Ave 8 Speed bumps, cars speed on the streets and <b>it is dangerous for students.</b>	No		Refer to Public works and Law Enforcement.
74	County		Rd 29 ½ and Ave 8 Eastin Arcola Fix streets for students safety Add speed bumps, there are races on the streets.	No		Refer to Public works and law-enforcement.
75	County		Fix streets: Ave 9, Rd 24, Ave 8, 8 ½, Rd 25 More stop signs Add speed bumps on Ave 9 because cars race down the street	No		Refer to Public works and law-enforcement.
76	County		Add speed bumps on Ave 9 because cars race down the street	No		Refer to Public works and law-enforcement.
76	County		Drainage problems when it rains on Paraiso St. Fix streets: Road 24, 23, Ave 7, 8, 8 ½, 7 More streetlights, very dark streets, it helps safety.	No		Refer to Public works Department.
<b>Comments from Leadership Council for Justice and Accountability Council Letter 2022-23</b>						
77	City of Madera	METRO	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.	No		City working on reducing headway time and and hiring more drivers to improve that.

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78	ALL	ALL	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.	No		Fares have not been raised for over 20 years. It will be considered in the future when the County has more capacity.
79	County		C. Residents and transit users report a need for street lighting in La Vina, Fairmead, and Madera County to ensure transit users' first and last miles are safely lit.	No		Refer to Public Works department.
80	City of Madera		D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.	YES	YES	County will look into this. Contractor currently clean in a regular basis. METRO is looking to improve sanitation around transit stops. City of Chowchilla provides garbage pick up for those.
81	County		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. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit	No		Refer to Public Works Department.

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			users who use wheelchairs.			
82	County		F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the <b>safety of children</b> . For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.	No		Refer to Public Works Department
83		All	G. 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 traveling 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.	No		On-going evaluation

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84	County	MCC	H. 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.	No		Under evaluation depending on talks with Fairmead community. They have expressed interest in a location near future community center, which is still in location planning process
85	County	MCC	I. 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 in collaboration with Fairmead residents, and oversee progress to ensure this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.	No		Under evaluation depending on talks with Fairmead community. They have expressed interest in a location near future community center, which location is still in the planning process.
86	City of Madera	METRO	J. Indigenous residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.	No		There is a revamping on all routes so it will be evaluated as the City moves forward.
87	County	MCC	K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.	No		Refer to Public Works Department.

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<b>Comments from Leadership Council for Justice and Accountability Counsel Letter Previous Years</b>						
88	County	MCC	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	No		Previously Addressed
89	County	MCC	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera;	No		Previously Addressed
90	County	MCC	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial 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 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.	No		Previously addressed.
91	County	MCC	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit. Extend to rest of the week including weekends and	No		Previously Addressed
92	County	MCC	Additional routes during the day.	No		Previously Addressed
93	City of Madera	Metro	Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	No		Previously Addressed.
94	City of Madera	Metro	Installation of trash cans on MAX buses	No		Previously Addressed.
95	City of Madera	Metro	Thirty-minute incremented bus service on all MAX routes;	No		Previously Addressed.
96	City of Madera	Metro	Improvements to the "Dial-a-Ride" Dispatch system	No		Working on system updates.
97	City of Madera	Metro	Extended MAX service operation on weekends;	No		Previously Addressed.



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98	All	Metro, MCC	Equip bus stops and buses with route-related signage	No		Previously Addressed.
99	All	All	Apply for grant funding to secure free rides for students	No		Already implemented.
100	All, MCTC	All	Pursuit of regional funding for an electric rural rideshare program	No		Looking into Countywide rideshare service.
101	All	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	No		Drivers already have this training; in-person training will resume shortly.
<b>NOTE: Formatted to fit page. Original document included in the appendix.</b>						

## Appendices

- A. Social Services Transportation Advisory Council Meeting Agenda – January 28, 2022
- B. Social Services Transportation Advisory Council Meeting Agenda – February 4, 2022
- C. Social Services Transportation Advisory Council Meeting Agenda – April 1, 2022
- D. Social Services Transportation Advisory Council Meeting Agenda – May 9, 2022
  - Leadership Counsel of Justice and Accountability Letter
- E. Social Services Transportation Advisory Council Meeting Agenda – May 16, 2022
- F. Recommendation To MCTC Board From SSTAC

# APPENDIX A

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – JANUARY 28, 2022



## Meeting of the Social Services Transportation Advisory Council

**LOCATION**

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

**SPECIAL NOTICE:** Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

**DATE**

January 28, 2022

**TIME**

1:00 PM

**SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

Frank Simonis, Chair	Potential Transit User Who Is Disabled
Fern Facchino	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Vacant	Representative of the Local Social Service Provider for Disabled
Michelle Herrera	Representative of the Local Social Service Providers for Seniors
Alycia Falley	Representative of the Local Social Service Providers for Disabled
Vacant	Representative of the Local Social Service Provider for Seniors

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

### **Important Notice Regarding COVID 19**

The meeting of January 28, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 4, as adopted by the Madera County Transportation Commission Policy Board on January 19, 2022. The Madera County Transportation Commission (MCTC) Board Room will be closed, and the SSTAC Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

<https://global.gotomeeting.com/join/523753789>

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

United States: [+1 \(646\) 749-3122](tel:+16467493122)

**Access Code:** 523-753-789

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 8. 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 re-connection of all members of the SSTAC and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

### **AGENDA**

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> 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 éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 18 durante horas de oficina.

### **MEETING CONDUCT**

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

### **RECORD OF THE MEETING**

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

## Agenda

Item	Description	Enclosure	Action
1.	<b>Call to order</b>		
2.	<b>Public Comment</b>		
3.	<b>New Member Orientation</b> Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	<b>Election of Officers</b> Vice-Chair	No	Action
5.	<b>Minutes of the July 15, 2021 SSTAC Meeting</b>	Yes	Action
6.	<b>SSTAC Member Vacancies</b>	No	Discussion
7.	<b>Unmet Transit Needs Definition- Continued</b> Worksheet Next Steps	Yes	Action
8.	<b>Short Range Transit Development Plan</b>	No	Presentation
9.	<b>Madera County Coordinated Public Transit Human Services Transportation Plan</b>	No	Presentation
10.	<b>Discuss Future Meetings</b> Quarterly Schedule UTN timeline	No	Discussion
11.	<b>Miscellaneous</b>	No	Discussion
12.	<b>Adjournment</b>		

## **“UNMET TRANSIT NEEDS”**

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

### **Social Service Transportation Advisory Council (SSTAC):**

**Role:**

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

**Responsibilities:**

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County 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 MCTC Policy Board for the area within Madera County 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 MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.



## **Social Services Transportation Advisory Council Rules**

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act. The SSTAC serves as an advisory body to the Madera County Transportation Commission (MCTC) regarding the transit needs of residents of the Madera Region, including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.

The SSTAC shall be governed by the following rules.

### **A. RESPONSIBILITIES**

1. Advise MCTC on the following:
  - a. Transit needs of the general public (e.g. hours of service, new bus routes, shorter headways, etc.) including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.
  - b. Coordination between transit service providers in the region.
  - c. Other issues the membership believes are relevant to transit in the Madera Region (i.e. potential review of transit grant applications, coordination/consolidation of specialized transit services, connections to interregional transit services, etc.)
2. Annually participate in the identification of transit needs in the Madera Region, including unmet transit needs that may exist and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services.
3. Annually review and recommend action by MCTC which finds, by resolution, that:
  - a. there are no unmet transit needs;
  - b. there are no unmet transit needs that are reasonable to meet; and/or
  - c. there are unmet transit needs, including needs that are reasonable to meet.

### **B. PARTICIPANTS**

1. SSTAC meeting participation shall include seven members per statutory guidelines (see Public Utilities Code Section 99238 below):
  - (a) One representative of potential transit users who is 60 years of age or older.
  - (b) One representative of potential transit users who is disabled.
  - (c) Two representatives of local social service providers for seniors, including one

representative of a social service transportation provider, if one exists.

(d) Two representatives of local social service providers for the disabled, 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 service 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.

(g) The MCTC Board of Commissioners may appoint additional members in accordance with the procedure in subdivision (b) of Section 99238 of the Government Code.

2. In appointing council members, MCTC shall strive to attain geographic and minority representation among council members.

C. TERM OF OFFICE

1. The term of appointment shall be for three years and may be renewed.

D. VACANCIES

1. A vacancy shall be created when a member: resigns; completes their term of appointment and does not wish to be reappointed; misses three consecutive regular meetings without good cause; or when a member can no longer carry out their responsibilities as a council member.

2. If a member resigns during his/her term, MCTC’s Executive Director may fill vacancies, in consultation with the SSTAC or SSTAC Chair, for the remainder of the original term.

3. The MCTC Board of Commissioners approves three-year appointments.

4. All SSTAC positions shall be advertised every three years to either extend the tenure of current positions or appoint new members.

E. ELECTION OF OFFICERS

1. During the first meeting of the calendar year, the council shall elect a Chair and Vice Chair to serve for one year. Upon resignation of an officer, a special election shall be held.

F. DUTIES OF OFFICERS

1. **Chair:** The Chair shall preside at all SSTAC meetings. The Chair may appoint committees, conduct elections to fill the positions of Chair and Vice Chair, prepare and sign correspondence reflecting SSTAC votes or input provided, and may delegate his/her responsibility to sign correspondence. The Chair or his/her designee should report to the MCTC Board of Commissioners on recommendations of the SSTAC.
2. **Vice Chair:** In the absence of the Chair, the Vice Chair shall perform the duties of the Chair.
3. **Secretary:** The Secretary shall be a staff member of MCTC. The Secretary shall provide information and general assistance; take meeting notes for all SSTAC meetings; prepare agendas, SSTAC letters and other correspondence, as requested by the Chair; and prepare and distribute special notices, agenda announcements, staff reports and other materials.

#### G. ORGANIZATION AND PROCEDURES

1. **Meetings:** The SSTAC shall meet at least twice per year, typically in April. Additional meetings may be held as needed. Alternate times and dates to those scheduled must be agreed upon by a majority of the members in order to carry out the responsibilities described above. The meetings shall be open to the public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) and shall be held at the Madera County Transportation Commission office. If an alternate location is required, it must be an accessible location in order to facilitate the attendance of physically disabled members of the SSTAC and the community in general. In the event both the Chair and Vice Chair are absent, the majority of a quorum may appoint a presiding officer for that meeting.
2. **Quorum:** A quorum shall constitute one-half (1/2) plus one (1) of the current membership.
3. **Voting:** Actions are generally taken by consensus of all participants. If a vote is required, it shall be by a voice vote unless any member requests a roll call vote. Where a vote is taken, passage requires four votes.
4. **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
5. **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.

6. **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
7. **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
8. **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

*Approved by MCTC Policy Board on March 18, 2020.*

## Social Service Transportation Advisory Council

### MINUTES

#### DATE

Thursday, July 15, 2021

The regular meeting of the Social Service Transportation Advisory Council held Thursday, July 15, 2021 via GoToWebinar and was called to order by MCTC Staff Evelyn Espinosa at 10:08.

#### **MEMBERS PRESENT**

Frank Simonis, Chair Potential Transit User Who Is Disabled  
 Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County  
 Annie Self, Representative of the Local Social Service Provider for Disabled, City of Madera  
 Rosalind Esqueda, Representative of a Transit Provider  
 Anabel Miranda, Representative of a Local Social Service Provider for Persons of Limited Means  
 Annie Self, Representative of the Local Social Service Provider for Disabled

#### **STAFF PRESENT:**

Dylan Stone, Madera County Transportation Commission  
 Troy McNeil, Madera County Transportation Commission  
 Jeff Findley, Madera County Transportation Commission  
 Evelyn Espinosa, Madera County Transportation Commission  
 Nicholas, Dybas, Madera County Transportation Commission  
 Sandy Ebersole, Madera County Transportation Commission

#### **VISITORS PRESENT:**

David Huff, Public transportation Representative, City of Madera  
 Michelle Hernandez, Madera County Social Services Department  
 Alycia Falley, Department of Social Services

#### **I: Call to Order**

Meeting started at 10:08 AM.

#### **II: Public Comment**

No public comment received.

#### **III. New Member Orientation**

The roles and responsibilities Handout was read out to the council members.  
 Overview of the roles and responsibilities and SSTAC bylaws handouts.

#### **IV. Election of Officers**

The vice-chair was elected Chair since the Chairwoman resigned.

#### **V: Re-affirm April 1, 2021 agenda items**

Re-affirmed.

#### **VI: Minutes of the April 1, 2021, SSTAC Meeting**

The minutes were approved.

**VII: Re-affirm May 3, 2021 agenda items**

Re-affirmed.

**VIII: Minutes of the April 1, 2021, SSTAC Meeting**

The minutes were approved.

**IX: SSTAC Member Vacancies**

Information about current vacancies was shared with the Council.

**X: Unmet Transit Needs Definition**

The Council started reviewing the definition using the worksheet. Transit agencies data was presented. The discussion was not finished and will continue during the next meeting.

**XI: Discuss Future Meetings**

Availability poll to coordinate meetings was proposed.

**XII: Discuss Future Meetings**

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEETING WAS ADJOURNED AT 11:30 AM**

### Unmet Transit Needs Definition Worksheet

Current definition: "The Madera County Transportation Commission has determined that its definition of the term "unmet transit needs" includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term "reasonable to meet" shall apply to all related public or specialized transportation services that:

- (1) are feasible: **The proposed transit service can be achieved safely and will not violate local, state, and federal law;**
- (2) have community acceptance: **The proposed transit service has community support from the general public, community groups, and/or community leaders.**
- (3) serve a-number of the population where is needed **by and would benefit either the general public or the elderly and disabled population as a whole.**
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term "reasonable to meet" shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established."

**Table 1. Reasonable to meet criteria**

Criteria Categories	Criteria Examples	Revised Criteria
<b>FEASIBILITY</b>	<p>The proposed service can be provided with available TDA funding (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.)</p> <p>Sufficient ridership potential exists for the new, expanded, or revised transit service.</p> <p>The proposed service can be provided with the existing fleet or under contract to a private provider.</p> <p><b>The proposed transit service can be achieved safely and will not violate local, state, and federal law.</b></p>	
<b>OPERATIONAL FEASIBILITY</b>	<p>The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.</p> <p>The system can be implemented safely and in accordance with local, state, and federal laws and regulations.</p>	
<b>COMMUNITY ACCEPTANCE</b>	<p>The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.</p> <p><b>The proposed transit service has community support from the general public, community groups, and/or community leaders.</b></p>	

Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.

---

**POPULATION**

---

**EQUITY**

Will benefit, either the general public or the elderly and disabled population as a whole. Cannot be provided for a specific subset of either of these groups.

The proposed service will not require reductions in existing transit services that have an equal or higher priority.

The proposed service will require a subsidy generally equivalent to other similar services.

The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the senior population, and persons with disabilities; including assessments based on title IV or other similar information where available.

**Is needed by and would benefit either the general public or the elderly and disabled population as a whole.**

---

**ECONOMICAL**

---

**FUNDING**

The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.

New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.

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**ADA CONFORMITY**

The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

---



**COST-EFFECTIVENESS**

Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

The proposed new or additional transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the state farebox ratio requirement after the exemptions period, if the service is eligible for the exemption.

**PERFORMANCE**

The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.

The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.

New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.

**TIMING**

The proposed service is in response to an existing rather than future transit need.

The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

**POTENTIAL RIDERSHIP**

The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet "new service" ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.

The proposed transit service will maintain new service ridership performance measures of the implementing agency or agencies, as defined by the SSTAC.

There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.



## APPENDIX B

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – FEBRUARY 4, 2022



# Meeting of the Social Services Transportation Advisory Council

**LOCATION**

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

**SPECIAL NOTICE:** Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

**DATE**

February 4, 2022

**TIME**

1:30 PM

**SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

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

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

### **Important Notice Regarding COVID 19**

The meeting of February 4, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 4, as adopted by the Madera County Transportation Commission Policy Board on January 19, 2022. The Madera County Transportation Commission (MCTC) Board Room will be closed, and the SSTAC Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

<https://global.gotomeeting.com/join/413550941>

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

United States: +1 (786) 535-3211

**Access Code:** 413-550-941

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToMeeting and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 8. 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 re-connection of all members of the SSTAC and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

## AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> 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 éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 5 durante horas de oficina.

## MEETING CONDUCT

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

## RECORD OF THE MEETING

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

## Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	Approve the new Draft Unmet Transit Needs Definition, and recommend MCTC Policy Board approval  New Draft Unmet Transit Needs Definition	Yes	Action
4.	Recommend use of new definition for the 2022-23 Unmet Transit Needs, following adoption by the MCTC Policy Board	No	Action
5.	Adjournment		

## **Unmet Transit Needs Definition Proposed Draft Definition**

### **Current Definition**

The Madera County Transportation Commission has determined that its definition of the term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

### **Proposed**

"The Madera County Transportation Commission has determined that its definition of the term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that:

- (1) are feasible:
  - The proposed service can be provided with available TDA funding (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.)
  - Sufficient ridership potential exists for the new, expanded, or revised transit service.
  - The proposed service can be provided with the existing and/or expanded funding resources
  - The proposed transit service (will be safe and comply with local, state and federal law) can be achieved safely and will not violate local, state, and federal law.
- (2) have community acceptance:
  - The proposed transit service has community support from the general public, community groups, and/or community leaders.
- (3) serve a-number of the population where is needed and would benefit either the general public or the elderly and disabled population as a whole.
- (4) are economical:
  - The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.
- (5) demonstrates cost effectiveness:
  - The proposed new or additional transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the state farebox ratio requirement after any exemption(s) period(s), if the



service is eligible for the exemption.

And, the Commission has determined that its definition of the term "reasonable to meet" shall additionally apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established."

## APPENDIX C

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – APRIL 1, 2022



# Meeting of the Social Services Transportation Advisory Council

**LOCATION**

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

**SPECIAL NOTICE:** Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

**DATE**

April 1, 2022

**TIME**

1:30 PM

**SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

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

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

### **Important Notice Regarding COVID 19**

The meeting of April 1, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 6, as adopted by the Madera County Transportation Commission Policy Board on March 23, 2022. The Madera County Transportation Commission (MCTC) Board Room will be closed, and the SSTAC Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

<https://meet.goto.com/MaderaCTC/sstac-meeting>

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

United States: United States: [+1 \(646\) 749-3122](tel:+16467493122)

**Access Code:** 694-293-173

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToMeeting and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 7. Comments will be shared with the 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 re-connection of all members of the SSTAC and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

## AGENDA

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

## INTERPRETING SERVICES

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## MEETING CONDUCT

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

## RECORD OF THE MEETING

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

## Agenda

Item	Description	Enclosure	Action
1.	<b>Call to order</b>		
2.	<b>Public Comment</b>		
3.	<b>New Member Orientation</b> Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	<b>Election of Officers</b> Vice-Chair	No	Action
5.	<b>Approve Minutes of the January 28, 2022 SSTAC Meeting</b>	Yes	Action
6.	<b>Approve Minutes of the February 4, 2022 SSTAC Meeting</b>	Yes	Action
7.	<b>SSTAC Member Vacancies – None</b>	No	Discussion
8.	<b>Unmet Transit Needs Definition</b> Comment Letter Workshop Comments Comparison Table Next Steps	Yes	Action
9.	<b>Previous Unmet Transit Needs Comments</b>	Yes	Discussion
10.	<b>Discuss Future Meetings</b> UTN timeline 2022-2023 Quarterly Schedule	Yes	Discussion
11.	<b>Miscellaneous</b>	No	Discussion
12.	<b>Adjournment</b>		

## Social Service Transportation Advisory Council

### MINUTES

#### DATE

Friday, January 28, 2022

The regular meeting of the Social Service Transportation Advisory Council held Friday, January 28, 2022 via GoToWebinar and was called to order by Chair, Frank Simonis at 1:08 pm.

#### **MEMBERS PRESENT**

Frank Simonis, Chair Potential Transit User Who Is Disabled  
 Ellen Moy, Representative of a Transit Provider, Madera County  
 Rosalind Esqueda, Representative of a Transit Provider  
 Anabel Miranda, Representative of a Local Social Service Provider for Persons of Limited Means  
 Michelle Hernandez, Representative of the Local Social Service Provider for Seniors  
 Alycia Falley, Representative of the Local Social Service Provider for Disabled

#### **STAFF PRESENT:**

Dylan Stone, Madera County Transportation Commission  
 Jeff Findley, Madera County Transportation Commission  
 Evelyn Espinosa, Madera County Transportation Commission  
 Nicholas, Dybas, Madera County Transportation Commission  
 Sandy Ebersole, Madera County Transportation Commission

#### **VISITORS PRESENT:**

Monty Cox, Madera County  
 Nathaniel Findley, Planning Intern

#### **I: Call to Order**

Meeting started at 1:08 PM.

#### **II: Public Comment**

No public comment received.

#### **III. New Member Orientation**

The roles and responsibilities Handout was read out to the council members.  
 Overview of the roles and responsibilities and SSTAC bylaws handouts.

#### **IV. Election of Officers**

The vice-chair selection was postponed.

#### **V: Minutes of the July 15, 2021, SSTAC Meeting**

The minutes were approved with one correction. The name of the voted Chair, Frank Simonis, was included in the minutes.

#### **VI: SSTAC Member Vacancies**

The Council was informed of the two agencies vacancies: Representative of Social Services Provider for

Disabled and Representative of Social Services Provider for Seniors. They were informed that these vacancies would be advertised with the Madera County Transportation Commission February agenda among other outreach methods to fill the vacancies.

**VII: Unmet Transit Needs Definition- Continued**

The Council continued reviewing the definition using the worksheet. A proposed definition was agreed upon to recommend to the MCTC Board. The Council recommended a follow up email to review the updated definition and a short meeting to approve it. The meeting was proposed to be held the following Friday, February 4<sup>th</sup>. Staff to follow up with the Council members to set the time.

Staff discussed with Council members the next steps in regards to adoption and use of the proposed definition. Staff informed the Council members know that the Proposed New Definition would be released for public comment.

**VIII: Short Range Transit Development Plan**

Staff gave a brief presentation of the Short-Range Transit Development Plan. Chair requested the link to [www.yourmadera2046.com](http://www.yourmadera2046.com) which was shared during the presentation to be sent via email.

**IX: Madera County Coordinated Public Transit Human Services Transportation Plan**

Staff gave brief presentation.

**X: Discuss Future Meetings**

Staff to send availability poll.

**XI: Miscellaneous**

No miscellaneous items were discussed.

**XII: Adjournment**

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT  
1:45 PM**





## Social Service Transportation Advisory Council

### MINUTES

#### DATE

Friday, February 4, 2022

The regular meeting of the Social Service Transportation Advisory Council held Friday, February 4, 2022 via GoToWebinar and was called to order by Chair, Frank Simonis, at 1:34 pm.

#### **MEMBERS PRESENT**

Frank Simonis, Chair, Potential Transit User Who Is Disabled  
 Ellen Moy, Representative of a Transit Provider, Madera County  
 Rosalind Esqueda, Representative of a Transit Provider  
 Anabel Miranda, Representative of a Local Social Service Provider for Persons of Limited Means  
 Michelle Hernandez, Representative of the Local Social Service Provider for Seniors  
 Alycia Falley, Representative of the Local Social Service Provider for Disabled

#### **STAFF PRESENT:**

Dylan Stone, Madera County Transportation Commission  
 Jeff Findley, Madera County Transportation Commission  
 Troy McNeil, Madera County Transportation Commission  
 Evelyn Espinosa, Madera County Transportation Commission  
 Nicholas, Dybas, Madera County Transportation Commission  
 Sandy Ebersole, Madera County Transportation Commission

#### **VISITORS PRESENT:**

Monty Cox, Madera County

#### **I: Call to Order**

Meeting started at 1:30 PM.

#### **II: Public Comment**

No public comment received.

#### **III. Approve the new Draft Unmet Needs Definition, and recommend MCTC Policy Board approval**

The Social Service Transportation Advisory Council (SSTAC) recommended to forward the draft unmet needs definition for MCTC Policy Board approval.

#### **IV. Recommend use of new definition for the 2022-23 Unmet Transit Needs, following adoption by the MCTC Policy Board**

The Social Service Transportation Advisory Council (SSTAC) recommended the use of the new draft unmet needs definition after it got adopted by the MCTC Policy Board.

#### **V: Adjournment**

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT 1:40 PM**



March 10, 2022  
 Madera County Transportation Commission  
 2001 Howard Rd, Ste 201  
 Madera, CA 93637

Submitted electronically via email to: [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org)

**Re: Comments on Proposed Unmet Transit Needs Definition**

Dear Commissioners,

We are writing to provide feedback on MCTC’s proposed unmet transit needs definition. 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. Most notably, we are incredibly disappointed to see that the proposed definition does not make any noteworthy changes to the existing “unmet transit needs” definition, a definition under which MCTC has determined that there were no unmet needs that were “reasonable to meet” within Madera County, the City of Chowchilla, or the City of Madera for the past several years despite consistent community feedback about the unreliability of public transit in MCTC’s jurisdiction.

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 regarding their unmet transit needs. MCTC’s current definition of “unmet transit needs” only “includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation” and for which funding is already available to meet the need, which directly contradicts the Transit Development Act’s requirements for defining “reasonable to meet.”<sup>1</sup> This definition causes harm to communities lacking sufficient public transit options and to the region at large in the following 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 the significant, short-term improvements in air quality correlated with the vast reduction in vehicle miles traveled occurring during the 2020 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*

<sup>1</sup> [“Transportation Development Act: Statutes and California Codes of Regulations,”](#) CalTrans, May 2003. Pg. 113, section (3)(c).

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 vehicle miles traveled 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 proposed definition limits MCTC’s understanding of “unmet transit needs” to “essential trip requests by transit-dependent persons.” Furthermore, MCTC has not proposed a definition for “essential trip requests,” thus making the unmet transit needs definition unclear, and further limiting the Commission’s understanding of “unmet transit needs.” Transit-dependent persons and *all* Madera County residents have the right to live full lives that are not solely limited to their homes and to essential services.

**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 the last three years’ 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, under this definition, MCTC has determined that “there are no unmet transit needs that are reasonable to meet within the jurisdiction of the City of Madera, County of Madera, and City of Chowchilla” for the past several years.

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:

- 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.

Furthermore, according to CalTrans, under the Transit Development Act of 1971, “*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.*”<sup>2</sup> MCTC’s proposed definition for “reasonable to meet” directly contradicts this requirement because the primary funding-related criteria in the proposed definition reads: “*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).*”

Please do not hesitate to reach out should you have any questions regarding our comments or your unmet transit needs process requirements under the Transportation Development Act.

Gratefully,

Madeline Harris  
Regional Policy Manager

Leticia Casillas Luquin  
Policy Advocat

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<sup>2</sup> [“Transportation Development Act: Statutes and California Codes of Regulations,”](#) CalTrans, May 2003. Pg. 113, section (3)(c).

Current Definition	SSTAC Recommended Definition	Updated Proposed Definition
<p>The Madera County Transportation Commission has determined that its definition of the term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.</p>	<p>The Madera County Transportation Commission adopted the following definitions for its Unmet Transit Needs process:  <u>UNMET TRANSIT NEEDS</u>: The term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there are no other convenient means of transportation.</p>	<p>The Madera County Transportation Commission adopted the following definitions for its Unmet Transit Needs process:  <u>UNMET TRANSIT NEEDS</u>:  <b>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></p>
<p>The Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that:</p>	<p><u>REASONABLE TO MEET</u>: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:</p>	<p><u>REASONABLE TO MEET</u>: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:</p>
<p>Are feasible;</p>	<p><u>Feasibility</u></p>	<p><u>Feasibility</u></p>
	<p>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).</p> <p>Sufficient ridership potential exists for new, expanded, or revised transit services.</p> <p>The proposed transit service will be safe and comply with local, State and federal law.</p>	<p>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).</p> <p>Sufficient ridership potential exists for the new, expanded, or revised transit service.</p> <p>The proposed transit service complies with local, State, and federal law.</p>
<p>Have community acceptance;</p>	<p><u>Community Acceptance</u></p>	<p><u>Community Acceptance</u></p>
	<p>The proposed transit service has community support from the general public, community groups, and/or community leaders.</p>	<p>The proposed transit service has community support from the general public, community groups, and/or community leaders.</p>
<p>Serve a significant number of the population;</p>	<p><u>Benefit to Population</u></p>	<p><u>Benefit to Population</u></p>
	<p>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.</p>	<p>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.</p>
<p>Are economical; and</p>	<p><u>Cost-Effective</u></p>	<p><u>Cost-Effective</u></p>

<p>Can demonstrate cost effectiveness by having a ratio of fare revenues to operating costs at least equal to 10 percent.</p>	<p>The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the State farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s).</p>	<p>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 farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s).</p>
		<p><b>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.</b></p>
	<p><u>Consistent with Intent of Existing Transit Service(s)</u></p>	<p><u>Consistent with Intent of Existing Transit Service(s) and Plans</u></p>
	<p>Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).</p>	<p>Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).</p>
		<p><b>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.</b></p>

Note: Proposed Changes in **Bold**

### Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
<b>Comments submitted via phone</b>						
1	City of Madera	Madera Metro	A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.			
2	City of Madera	Madera Metro	There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.			
3	City of Madera	Madera Metro	There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.			
<b>Comments submitted via public comment email</b>						
4	County	MCC/Eastern Madera County	Why isn't YARTS year-round on HWY 41? We live in Coarsegold, near YLP. If you don't have a car, unable to get to Oakhurst or Fresno.			
<b>Comments submitted via Unmet Transit Needs Online Survey</b>						
5	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	More on-time schedules.			
6	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Not being skipped by dial-a-ride			
<b>Comments from Leadership Counsel for Justice and Accountability</b>						
7	City of Madera	Madera Metro	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.			



8	ALL	ALL	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.
9	County	County	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.
10	City of Madera	Madera Metro	Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.
11	County	County	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.
12	ALL	ALL	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.

13 Madera County Connection MCC/Eastin Arcola-Ripperdan-La Vina 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.

14 Madera County Connection MCC/Chowchilla-Fairmead 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.

15 Madera County Transportation Commission Madera County Transportation Commission 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.

# UNMET TRANSIT NEEDS

## Public Comment Process

There will be a PUBLIC HEARING on Wednesday, April 20, 2022 at 3:00 pm at the Madera County Board Chambers at 200 West 4th St, 1st Floor, Madera CA 93637 for public comments on public transit needs in Madera County.

**Please register here to participate virtually:**  
**<https://attendee.gotowebinar.com/register/1681053644796044048>**

If you wish to call in, you will be in listen only mode unless you register and join online. Listen only phone:  
213-929-4221  
877-309-2074 (toll free)  
Access code: 657-098-138

To participate via telephone only,  
submit comments via email to **publiccomment@maderactc.org** or  
call 559-675-0721 ext. 7

Attendance is not mandatory for participation. If you are unable to attend the GoToWebinar hearing, please send written comments to:

2001 Howard Road, Suite 201  
Madera, CA 93637  
Or email: [evelyn@maderactc.org](mailto:evelyn@maderactc.org)  
Or call: 559-675-0721 ext. 5



# NECESIDADES DE TRÁNSITO NO SATISFECHAS

## Proceso de comentario público

Habrà una AUDIENCIA PÚBLICA el miércoles 20 de abril de 2022 a las 3:00 p. m. en las Cámaras de la Junta del Condado de Madera en 200 West 4th St, 1st Floor, Madera CA 93637 para comentarios públicos sobre las necesidades de transporte público en el Condado de Madera.

**Regístrese aquí para participar virtualmente:**

**<https://attendee.gotowebinar.com/register/1681053644796044048>**

Si desea llamar, estará en modo de solo escuchar a menos que se registre y se una en línea. Para solo escuchar:

213-929-4221

877-309-2074 (gratuito)

Código de acceso 657-098-138

Para participar solo por telefono, envíe comentarios a:

**[publiccomment@maderactc.org](mailto:publiccomment@maderactc.org)** o

llame al 559-675-0721 ext. 7

Ir en persona no es obligatorio para participar. Si no puede asistir a la audiencia de GoToWebinar, envíe sus comentarios por escrito a:

2001 Howard Road, Suite 201

Madera, CA 93637

O correo: [evelyn@maderactc.org](mailto:evelyn@maderactc.org)

Or llame: 559-675-0721 ext. 5



Current Definition	SSTAC Recommended Definition	Updated Proposed Definition
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<p>The Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that:</p>	<p><u>REASONABLE TO MEET</u>: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:</p>	<p><u>REASONABLE TO MEET</u>: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:</p>
<p>Are feasible;</p>	<p><u>Feasibility</u></p>	<p><u>Feasibility</u></p>
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<p>Have community acceptance;</p>	<p><u>Community Acceptance</u></p>	<p><u>Community Acceptance</u></p>
	<p>The proposed transit service has community support from the general public, community groups, and/or community leaders.</p>	<p>The proposed transit service has community support from the general public, community groups, and/or community leaders.</p>
<p>Serve a significant number of the population;</p>	<p><u>Benefit to Population</u></p>	<p><u>Benefit to Population</u></p>
	<p>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.</p>	<p>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.</p>
<p>Are economical; and</p>	<p><u>Cost-Effective</u></p>	<p><u>Cost-Effective</u></p>

<p>Can demonstrate cost effectiveness by having a ratio of fare revenues to operating costs at least equal to 10 percent.</p>	<p>The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the State farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s).</p>	<p>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 farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s).</p>
		<p><b>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.</b></p>
	<p><u>Consistent with Intent of Existing Transit Service(s)</u></p>	<p><u>Consistent with Intent of Existing Transit Service(s) and Plans</u></p>
	<p>Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).</p>	<p>Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).</p>
		<p><b>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.</b></p>

Note: Proposed Changes in **Bold**

# APPENDIX D

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – MAY 9, 2022



## Meeting of the Social Services Transportation Advisory Council

**LOCATION**

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

**SPECIAL NOTICE:** Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

**DATE**

May 9, 2022

**TIME**

2:30 PM

**SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

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



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

### **Important Notice Regarding COVID 19**

The meeting of May 9, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 6, as adopted by the Madera County Transportation Commission Policy Board on April 20, 2022. The Madera County Transportation Commission (MCTC) Board Room will be closed, and the SSTAC Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

<https://meet.goto.com/MaderaCTC/sstac-meeting-4>

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

United States: United States: [+1 \(224\) 501-3412](tel:+12245013412)

**Access Code:** 281-637-901

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToMeeting and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 7. Comments will be shared with the 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 re-connection of all members of the SSTAC and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

## AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> 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 éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 5 durante horas de oficina.

## MEETING CONDUCT

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

## RECORD OF THE MEETING

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

## Agenda

Item	Description	Enclosure	Action
1.	<b>Call to order</b>		
2.	<b>Public Comment</b>		
3.	<b>Approve Minutes of the April 1, 2022 SSTAC Meeting</b>	Yes	Action
4.	<b>Unmet Transit Needs Comment Analysis</b> Unmet Transit Needs Definition Unmet Transit Needs Matrix Workshop Comments Leadership Counsel Comment Letter	Yes	Action
5.	<b>Appoint SSTAC representative to attend MCTC's May Board Meeting</b>	Yes	Action
6.	<b>Discuss Future Meetings</b> 2022-2023 Tentative Quarterly Schedule	Yes	Discussion
8.	<b>Miscellaneous</b>	No	Discussion
9.	<b>Adjournment</b>		

## Social Service Transportation Advisory Council

### MINUTES

#### DATE

Friday, April 1, 2022

The regular meeting of the Social Service Transportation Advisory Council held Friday, April 1, 2022 via GoToMeeting and was called to order by Chair, Frank Simonis, at 1:34 pm.

#### **MEMBERS PRESENT**

Frank Simonis, Chair, Potential Transit User Who Is Disabled  
 Fern Facchino, Potential Transit User 60 years or older  
 Ellen Moy, Representative of a Transit Provider, Madera County  
 Anabel Miranda, Representative of a Local Social Service Provider for Persons of Limited Means  
 Michelle Hernandez, Representative of the Local Social Service Provider for Seniors  
 Alycia Falley, Representative of the Local Social Service Provider for Disabled  
 Olga Olivia Saucedo-Garcia, Representative of the Local Social Service Provider for Seniors

#### **STAFF PRESENT:**

Dylan Stone, Madera County Transportation Commission  
 Troy McNeil, Madera County Transportation Commission  
 Evelyn Espinosa, Madera County Transportation Commission  
 Nicholas, Dybas, Madera County Transportation Commission  
 Sandy Ebersole, Madera County Transportation Commission  
 Jeff Findley, Madera County Transportation Commission

#### **VISITORS PRESENT:**

David Huff, City of Madera  
 David Padilla, Caltrans  
 Nicholas Isla, Caltrans

#### **I: Call to Order**

Meeting started at 1:34 PM.

#### **II: Public Comment**

No public comment received.

#### **III: New Member Orientation**

Went over the roles and responsibilities for the SSTAC

#### **IV: Election of Officers**

Fern Facchino, SSTAC member representing Potential Transit User 60 years or older, was elected as Vice-Chair.

#### **V: Approve Minutes of the January 28, 2022 SSTAC Meeting**

Approved.

**VI: Approve Minutes of the February 4, 2022 SSTAC Meeting**

Approved.

**VII: SSTAC Member Vacancies- None**

The SSTAC was informed that there are no vacancies at this time.

**VIII. Unmet Transit Needs Definition**

The comments received over the SSTAC Recommended Definition that was approved during our last meeting, February 2, 2022, were discussed and staff presented recommended changes the definition. SSTAC approved the definition with the suggested changes.

**IX. Previous Unmet Transit Needs Comments**

Staff shared the comments from the previous cycle for the SSTAC knowledge.

**X. Discuss Future Meetings**

Staff shared with the SSTAC that the public hearing is coming up and that there will be a SSTAC meeting following up the public hearing.

Staff let the SSTAC know that we will be discussing more in depth the quarterly schedule for next year during our next meeting.

**XI. Miscellaneous**

Staff updated the SSTAC about the coming up activities for the CPOC and that there might be a joint meeting in the future. They will be updated about it.

Chair Frank Simonis shared that there is opportunity for public-private partnerships in the mountain area in the coming years and that we should prepare for those so the mountain community can have access to these services in the future.

**XII: Adjournment**

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT  
2:17 PM**

## Proposed Draft Unmet Transit Needs Definition

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)
    - 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.

**Analysis of Comments Received During the FY 22/23 Unmet Transit Needs Process**

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need" 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).	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"					NOTES
					FEASIBLE	COMMUNITY ACCEPTANCE	BENEFIT TO THE POPULATION	COST-EFFECTIVE	CONSISTENT WITH INTENT OF EXISTING TRANSIT SERVICE(S)	
<b>Workshops</b>										
1	County	MCC/La Vina	6 PM bus route reinstatement							
2	County	MCC/La Vina	Bus Service on Monday							
3	County	MCC/La Vina	More Dial A ride eligibility							
4	City of Madera	Metro	Maps at the bus shelters to show where people are at and the direction/connections.							
5	City of Madera	Metro	The buses need better signaling. Community members have used the bus and being dropped off at the stop they didn't want to wait for a connection bus. It was not clearly understood that the bus would not directly drop them off.							
6	City of Madera	Metro	Shelters and seats needed.							
7	City of Madera	Metro	More frequency for METRO. Hospital route takes too long, now 2 hours instead of 30 minutes.							
8	City of Madera	Metro	Walmart Stop							
9	City of Madera	Metro	Bus taking too long cause delays, so community members lose their doctors appointments and have to re-schedule doctor's appointments.							
10	City of Madera	Metro	Bus stop condition: No bus shelter to wait for bus or seat.							
11	County	MCC	More La Vina bus stops.							
12	City of Madera	Metro	Tulare St does not have bus stops.							
13	City of Madera	Metro	Cleveland, there are bus stops bus stops but more needed and shelters needed.							

14	City of Madera	Metro	Yosemite, Adell St., Cleveland, behind Monroe St., RD 29, Rd 28, 13, 15, 14 no bus stops or shelter.							
15	City of Madera	Metro, MCC	More direct routes. It takes too long. More buses.							
16	County	MCC	Almost total lack of public transportation. There is an inability to reach services (School, adult school) for students. Service to reach the College. YARTS used to give service, but the County did not believe in it.							
<b>Comment Cards</b>										
17	City of Madera	Metro	More buses for whoever doesn't have a car by Abby St.							
18	City of Madera	Metro, DAR	My main concern about the bus stop are the following: as a resident, I'm not considered part of the city because I reside on Posey Ave/28 ¼ Rd. Now I do have 2 bus stops near by now but they are a walking distance. Unfortunately, during rainy seasons there isn't much protections against the rain. Although I no longer commute using public transport I do see other resident standing near the bus stop to seek shelter from rain or sun. also, hours of waiting time are so off schedule although I know they try their best it was a struggle for myself to go out to school on time because of waiting time or constant stops.							
19	City of Madera	Metro, DAR	I live on Posey Ave, crossing rd is 28 ¼ in Madera the only bus stop close to me is on Tozer near Cotton Creek Apartment, in the bus would pass every 15-30 min on time and as scheduled I would be able to got to work but due to Covid I have not been able to catch the bus because to got o work it would end up not coming until 30 more minutes after and ended up walking and me being pregnant. Also tried dial-a-ride they tell me to schedule an appointment which it would not benefit me because I need it right away.							
20	City of Madera	Metro, DAR	Fresus Way and Olive Avenue More transit							
	City of Madera		More streetlights							
	County	MCC	More public transit in La Vina area							



21	County		Improve streets Sidewalks for La Vina school More streetlights							
22	City of Madera	Metro, DAR	Wilson St and Davis St More bus stops More bus shelters Improve public transit							
	City of Madera		Improve the streets, there are tons of potholes More streetlights, the streets are very dark							
23	City of Madera	Metro, DAR	Ellis Street More bus stops Public transit							
	City of Madera		Improve Ellis St. A stop sign							
24	City of Madera	Metro, DAR	Lake St and 5 St. Improve public transit Bus stop							
	City of Madera		More sidewalks for walking							
25	City of Madera	Metro, DAR	Cleveland Ave and Owens St. Bus drivers are not polite, please improve.							
	City of Madera		There is too much garbage from homeless people							
26	County	MCC	Improve public transit More stops							
27	County	MCC	Improve public transit							
	County		Improve La Vina school More streetlights							
28	County	MCC	Improve public transit (it charges a lot)							
	County		More Street lights in La Vina St., Uvas Ave., Paraiso St., Ave 9.							
	County		More sidewalks for students.							
	County		Bike lanes							
29	County	MCC, DAR	More Street lights, it is dark at night More sidewalks, there aren't any							
30	County	MCC	Improve public transit.							
31	County		More bike lanes so children can use their bicycles. More patrolling around La Vina streets.							

32	County		Potholes in Yosemite Trash around Riverside							
33	County		Potholes around Tulare St Wessmith Way, speeding							
34	County		Road 28 and 13 ½ Ave Sidewalks for children to go to school Stop signs Street lights because it is very dark Fix the streets							
35	County		Fix potholes, there are too many. More traffic lights around 18 ½ for children safety.							
36	City of Madera		Lives by Lake St. He would like more information if it would be possible to add more stop signs.							
37	County		More streetlights and street improvements because it is hard to cross the streets. Rd 28 ½ and 13 ¼.							
38	City of Madera		Put a stop sign between the street by the Pan American Park. There are always accidents happening, it is dangerous especially it being close to where children are present.							
39	City of Madera		Merced St and Fresno St, Green Way Stop signs Lighting is very dim							
40	City of Madera		Katherine St More streetlights and stop signs. There are many accidents in this area.							
41	City of Madera		I would like to get more stop signs by Sherwood St and Lake St. There is a lot of accidents on that Road. Thank you.							
42	City of Madera		Improvements to Tulare St. More stop signs More sidewalks							
43	City of Madera		Improve E. Yosemite Ave. Fix streets. More stop signs for children's safety around MLK, Sierra Vista, and Millview School.							
44	County		I would like that streets: 13 ¼ and Rd. 29 be fixed. And more stops signs and traffic lights							
45	City of Madera		Fix Gateway, SR 145, there are too many potholes							
46	City of Madera		Fix E. Yosemite Ave. Lots of potholes.							

47	County		La Vina streets: Ave 9, 8 ½, 8. Rd 24, 23 are in bad conditions.							
48	City of Madera		I would like more street lighting. Fix roads.							
49	County		Fix potholes on 17 ½. The potholes affect car tires.							
50	City of Madera		More lighting around Davis St. it is very dark. Fix streets there are many potholes.							
51	City of Madera		Improve streets. Fix road potholes. Improve pedestrian infrastructure. More recreation areas.							
52	City of Madera		I would like to see more stop signs on SR 145 because there are many accidents there.							
53	County		I would like 28 ½ and 13 ¼ to be fixed. There are many potholes and add more stop signs.							
54	City of Madera		E Yosemite is very dark at night, it needs more streetlights.							
55	City of Madera		More Street lights on E. Yosemite Ave.							
56	City of Madera		I live by B St and A St. For children's safety when going to school: Streets are in bad conditions, they need fixing. It is very dark at night, more streetlights.							
57	City of Madera		More Street lights and fix those that do not work. Get more patrols day and night. Azalea Ave, Road 29, fix parks, clean the streets							
58	City of Madera		Lilly St and Sunrise Ave Traffic light for children's safety for school (Virginia). Add speed bumps on Sunrise Avenue and Lilly St. Speed signs for cars, so they reduce speed Public transit							
59	City of Madera		E. Yosemite Ave.							
60	City of Madera		Streets around schools for children's safety.							
61	City of Madera		N Lake and Sherwood St. add stop sign							
62	City of Madera		Austin and Martin St. Repair Streets More Street lights because they are dark Sidewalks for House entrances							

63	City of Madera		I live by Millview school, I would like more stop signs, thanks.							
64	City of Madera		N. L St. I would like pavement where I live because I live by an alley. Thank you.							
65	City of Madera		Washington Ave and Washington, or Crossing St. Sidewalks Fix the streets, the potholes for cars							
66	City of Madera		Cross St and Lily St, Magnolia St, Washington St. Sidewalks Fix Streets More streetlights Stop signs							
67	City of Madera		I live by Sherwood Way and Lake St. there are too many accidents Stop signs to prevent car accidents and it is dangerous for children in the park.							
68	County		Improve streets Ave 12 and 10							
69	City of Madera		Sonora Street and Cleveland Ave Fix streets and potholes Add speed bumps because cars speed on the streets More safety for school children							
70	Chowchilla		Improve streets More speed bumps cars speed a lot							
71	City of Madera		Sunrise and Lilly St. More police officers More speed bumps, cars speeding More speed signs							
72	County		Rd 29 ½ and Ave 8 More speed bumps: cars speed Fix streets More signs for children's safety							
73	County		Rd 29 ½ and Ave 8 Speed bumps, cars speed on the streets and it is dangerous for students.							
74	County		Rd 29 ½ and Ave 8 Eastin Arcola Fix streets for students safety Add speed bumps, there are races on the streets.							

75	County		Fix streets: Ave 9, Rd 24, Ave 8, 8 ½, Rd 25 More stop signs Add speed bumps on Ave 9 because cars race down the street							
76	County		Add speed bumps on Ave 9 because cars race down the street							
76	County		Drainage problems when it rains on Paraiso St. Fix streets: Road 24, 23, Ave 7, 8, 8 ½, 7 More streetlights, very dark streets, it helps safety.							
<b>Comments from Leadership Counsel for Justice and Accountability Counsel Letter 2022-23</b>										
	City of Madera	METRO	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.							
	ALL	ALL	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.							
	County		C. Residents and transit users report a need for street lighting in La Vina, Fairmead, and Madera County to ensure transit users' first and last miles are safely lit.							
	City of Madera		D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.							

	County	<p>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.</p> <p>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. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.</p>							
	County	<p>F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.</p>							
	All	<p>G. 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 traveling 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.</p>							

	County	MCC	H. 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.							
	County	MCC	I. 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 in collaboration with Fairmead residents, and oversee progress to ensure this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.							
	City of Madera		J. Indigenous residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.							
	County	MCC	K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.							
<b>Comments from Leadership Counsel for Justice and Accountability Counsel Letter Previous Years</b>										
	County	MCC	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route							
	County	MCC	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera;							

	County	MCC	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial 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 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.							
	County	MCC	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit. Extend to rest of the week including weekends and							
	County	MCC	Additional routes during the day.							
	City of Madera	Metro	Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;							
	City of Madera	Metro	Installation of trash cans on MAX buses							
	City of Madera	Metro	Thirty-minute incremented bus service on all MAX routes;							
	City of Madera	Metro	Improvements to the "Dial-a-Ride" Dispatch system							
	City of Madera	Metro	Extended MAX service operation on weekends;							
	All	Metro, MCC	Equip bus stops and buses with route-related signage							
	All	All	Apply for grant funding to secure free rides for students							
	MCTC		Pursuit of regional funding for an electric rural rideshare program							
	All	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff							





April 20, 2022  
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 Palmer, Wheeler, Frazier, Gallegos, Poythress, and Rodriguez

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 are re-submitting the list of unmet transit needs that residents have elevated for the past three years now, which have not been addressed. We also argue that those needs fit within the confines of the Madera County Transportation Commission (MCTC)’s unmet needs transit definition. This necessarily means that MCTC is obligated to address them. Attached alongside this letter, I have also resubmitted our comment letters from the last three years’ unmet transit needs survey process regarding unmet transit needs and comments regarding this process that we have elevated in previous years. 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 and partner organizations from the City of Madera, indigenous communities in Madera County, 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, Fairmead, and Madera County 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.
- 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. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.
- F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.
- G. 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 traveling 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.
- H. 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.
- I. 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 in collaboration with Fairmead residents, and oversee progress to ensure



this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.

- J. Indigenous<sup>1</sup> residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.
- K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.

**II. The unmet needs listed above fall within the unmet needs definition adopted by MCTC.**

MCTC’s adopted definition for Unmet Transit Needs reads, “[a]n 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).”<sup>2</sup> The needs listed above fit within the confines of this definition for the reasons listed below:

1. “Expressed or identified needs”

For the past three years, Madera County residents expressed their desire to see transportation improvements in their communities. Those same residents have also identified specific needs in their communities.<sup>3</sup> For example, the priorities have been expressed and identified by residents during the Regional Transportation Project and Sustainable Community Strategy workshops, the Measure T steering Committee, and the board of supervisors meeting.

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<sup>1</sup> Gaspar Rivera-Salgado and Luis Escala Rabadán, *Festivals, Oaxacan Immigrant Communities and Cultural Spaces Between Mexico and the United States: The Guelagueltas in California*, University of Southern California and the Mexican research institute El Colegio de la Frontera, <https://www.redalyc.org/journal/151/15160667002/html/> (California is home to about 350,000 Indigenous Oaxacans, who are primarily concentrated in the Central Valley and the southern portion of the state, a study conducted in 2016).

<sup>2</sup> Madera County Transportation Commission, *Unmet Transit needs Workshop 3.29.22-2.pdf*, Madera County, (March 29, 2022), <https://www.maderactc.org/bc-transportation/page/unmet-transit-needs>

<sup>3</sup> See discussion *supra* Part I



Furthermore, each of the necessary transit improvements listed above are in fact unmet *needs* because, according to the feedback of transit-dependent residents, public transit is extremely difficult if not nearly impossible to use in each of these communities due to the lack of first and last-mile infrastructure, the infrequency of routes, the scarcity of bus stops in communities, and the lack of appropriate signage for bus routes.<sup>4</sup>

2. “That [are] not currently being met through existing public transportation services”

The previous priorities are attached and, as you can see, the needs of residents in Fairmead, La Vina, the City of Madera, and other communities throughout Madera County have not been addressed by previous unmet transit needs processes. As such, these needs are not currently being addressed through existing transportation services. Thus, meeting the requirement for the updated unmet transit needs definition.

3. “Required to comply with the Americans with Disabilities Act.”

As mentioned above, in several disadvantaged communities, many common roads do not have sidewalks, which creates uniquely dangerous obstacles for residents with disabilities.<sup>5</sup> For example, a resident in La Vina who uses a wheelchair has mentioned being nearly hit by vehicles almost every time she tries to make an essential trip because, without sidewalks, she is forced into the road.

#### 4. Conclusion

The needs expressed above meet fall within MCTC’s definition of unmet transit needs. Therefore, MCTC is required to address those needs.

### III. 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.

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<sup>4</sup> For instance, since the bus only runs two times a day, two days a week in La Vina, the infrequency of bus routes make transit-dependent persons absolutely unable to rely on public transit for doctor’s appointments, grocery shopping, going to work, or any other essential trip.

<sup>5</sup> See discussion *supra* Part I (E)



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,

Leticia Casillas Luquin  
Policy Advocate



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

Submitted electronically via email to: [publiccomment@maderactc.org](mailto: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.



- 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



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

Submitted electronically via email to: [publiccomment@maderactc.org](mailto: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 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:

- 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



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;
- (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

# APPENDIX E

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – MAY 16, 2022





## Meeting of the Social Services Transportation Advisory Council

**LOCATION**

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

**SPECIAL NOTICE:** Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

**DATE**

May 16, 2022

**TIME**

1:30 PM

**SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

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

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

### **Important Notice Regarding COVID 19**

The meeting of May 16, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 6, as adopted by the Madera County Transportation Commission Policy Board on April 20, 2022. The Madera County Transportation Commission (MCTC) Board Room will be closed, and the SSTAC Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

<https://meet.goto.com/MaderaCTC/sstac-meeting-46>

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

United States: United States: [+1 \(408\) 650-3123](tel:+14086503123)

**Access Code:** 500-078-517

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToMeeting and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 7. Comments will be shared with the 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 re-connection of all members of the SSTAC and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

## AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> 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 éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 5 durante horas de oficina.

## MEETING CONDUCT

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

## RECORD OF THE MEETING

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

## Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	Approve Minutes of the May 9, 2022 SSTAC Meeting	Yes	Action
4.	<b>Unmet Transit Needs Comment Analysis-Continued</b> Unmet Transit Needs Definition Unmet Transit Needs Matrix Leadership Counsel Comment Letter	Yes	Action
5.	<b>Appoint SSTAC representative to attend MCTC's June Board Meeting</b>	Yes	Action
6.	<b>Discuss Future Meetings</b> 2022-2023 Tentative Quarterly Schedule	Yes	Discussion
7.	Miscellaneous	No	Discussion
8.	Adjournment		

## Social Service Transportation Advisory Council

### MINUTES

#### DATE

Monday, May 9, 2022

The regular meeting of the Social Service Transportation Advisory Council held Friday, May 9, 2022 via GoToMeeting and was called to order by Chair, Frank Simonis, at 2:37 PM.

#### **MEMBERS PRESENT**

Frank Simonis, Chair, Potential Transit User Who Is Disabled  
 Ellen Moy, Representative of a Transit Provider, Madera County  
 Rosalind Esqueda, Representative of a Transit Provider  
 Anabel Miranda, Representative of a Local Social Service Provider for Persons of Limited Means  
 Michelle Hernandez, Representative of the Local Social Service Provider for Seniors  
 Alycia Falley, Representative of the Local Social Service Provider for Disabled  
 Vincent Parker, Representative of the Local Social Service Provider for Disabled

#### **STAFF PRESENT:**

Dylan Stone, Madera County Transportation Commission  
 Troy McNeil, Madera County Transportation Commission  
 Evelyn Espinosa, Madera County Transportation Commission  
 Nicholas Dybas, Madera County Transportation Commission  
 Sandy Ebersole, Madera County Transportation Commission  
 Jeff Findley, Madera County Transportation Commission

#### **VISITORS PRESENT:**

David Huff, City of Madera  
 Monty Cox, Madera County  
 Robin Roman, City of Chowchilla

#### **I: Call to Order**

Meeting started at 2:37 PM.

#### **II: Public Comment**

No public comment received.

#### **III: Approve Minutes of the April 1, 2022 SSTAC Meeting**

Approved.

#### **IV. Unmet Transit Needs Comment Analysis**

The comments' analysis was partially completed. Due to time constraints, the rest of the comments will be completed in a follow up meeting.

#### **V. Appoint SSTAC representative to attend MCTC's May Board Meeting**

Item postponed for next meeting.

**VI. Discuss Future Meetings**

Item postponed for next meeting.

**VII. Miscellaneous**

Item postponed for next meeting.

**VIII: Adjournment**

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT  
4:12 PM**

## Unmet Transit Needs Definition

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)
    - 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.

**Analysis of Comments Received During the FY 22/23 Unmet Transit Needs Process**

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need" 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).	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"					NOTES
					FEASIBLE	COMMUNITY ACCEPTANCE	BENEFIT TO THE POPULATION	COST-EFFECTIVE	CONSISTENT WITH INTENT OF EXISTING TRANSIT SERVICE(S)	
<b>Workshops</b>										
1	County	MCC/La Vina	6 PM bus route reinstatement							
2	County	MCC/La Vina	Bus Service on Monday							
3	County	MCC/La Vina	More Dial A ride eligibility							
4	City of Madera	Metro	Maps at the bus shelters to show where people are at and the direction/connections.							
5	City of Madera	Metro	The buses need better signaling. Community members have used the bus and being dropped off at the stop they didn't want to wait for a connection bus. It was not clearly understood that the bus would not directly drop them off.							
6	City of Madera	Metro	Shelters and seats needed.							
7	City of Madera	Metro	More frequency for METRO. Hospital route takes too long, now 2 hours instead of 30 minutes.							
8	City of Madera	Metro	Walmart Stop							
9	City of Madera	Metro	Bus taking too long cause delays, so community members lose their doctors appointments and have to re-schedule doctor's appointments.							
10	City of Madera	Metro	Bus stop condition: No bus shelter to wait for bus or seat.							
11	County	MCC	More La Vina bus stops.							
12	City of Madera	Metro	Tulare St does not have bus stops.							
13	City of Madera	Metro	Cleveland, there are bus stops bus stops but more needed and shelters needed.							



14	City of Madera	Metro	Yosemite, Adell St., Cleveland, behind Monroe St., RD 29, Rd 28, 13, 15, 14 no bus stops or shelter.							
15	City of Madera	Metro, MCC	More direct routes. It takes too long. More buses.							
16	County	MCC	Almost total lack of public transportation. There is an inability to reach services (School, adult school) for students. Service to reach the College. YARTS used to give service, but the County did not believe in it.							
<b>Comment Cards</b>										
17	City of Madera	Metro	More buses for whoever doesn't have a car by Abby St.							
18	City of Madera	Metro, DAR	My main concern about the bus stop are the following: as a resident, I'm not considered part of the city because I reside on Posey Ave/28 ¼ Rd. Now I do have 2 bus stops near by now but they are a walking distance. Unfortunately, during rainy seasons there isn't much protections against the rain. Although I no longer commute using public transport I do see other resident standing near the bus stop to seek shelter from rain or sun. also, hours of waiting time are so off schedule although I know they try their best it was a struggle for myself to go out to school on time because of waiting time or constant stops.							
19	City of Madera	Metro, DAR	I live on Posey Ave, crossing rd is 28 ¼ in Madera the only bus stop close to me is on Tozer near Cotton Creek Apartment, in the bus would pass every 15-30 min on time and as scheduled I would be able to got to work but due to Covid I have not been able to catch the bus because to got o work it would end up not coming until 30 more minutes after and ended up walking and me being pregnant. Also tried dial-a-ride they tell me to schedule an appointment which it would not benefit me because I need it right away.							
20	City of Madera	Metro, DAR	Fresus Way and Olive Avenue More transit							
	City of Madera		More streetlights							
	County	MCC	More public transit in La Vina area							

21	County		Improve streets Sidewalks for La Vina school More streetlights							
22	City of Madera	Metro, DAR	Wilson St and Davis St More bus stops More bus shelters Improve public transit							
	City of Madera		Improve the streets, there are tons of potholes More streetlights, the streets are very dark							
23	City of Madera	Metro, DAR	Ellis Street More bus stops Public transit							
	City of Madera		Improve Ellis St. A stop sign							
24	City of Madera	Metro, DAR	Lake St and 5 St. Improve public transit Bus stop							
	City of Madera		More sidewalks for walking							
25	City of Madera	Metro, DAR	Cleveland Ave and Owens St. Bus drivers are not polite, please improve.							
	City of Madera		There is too much garbage from homeless people							
26	County	MCC	Improve public transit More stops							
27	County	MCC	Improve public transit							
	County		Improve La Vina school More streetlights							
28	County	MCC	Improve public transit (it charges a lot)							
	County		More Street lights in La Vina St., Uvas Ave., Paraiso St., Ave 9.							
	County		More sidewalks for students.							
	County		Bike lanes							
29	County	MCC, DAR	More Street lights, it is dark at night More sidewalks, there aren't any							
30	County	MCC	Improve public transit.							
31	County		More bike lanes so children can use their bicycles. More patrolling around La Vina streets.							

32	County		Potholes in Yosemite Trash around Riverside							
33	County		Potholes around Tulare St Wessmith Way, speeding							
34	County		Road 28 and 13 ½ Ave Sidewalks for children to go to school Stop signs Street lights because it is very dark Fix the streets							
35	County		Fix potholes, there are too many. More traffic lights around 18 ½ for children safety.							
36	City of Madera		Lives by Lake St. He would like more information if it would be possible to add more stop signs.							
37	County		More streetlights and street improvements because it is hard to cross the streets. Rd 28 ½ and 13 ¼.							
38	City of Madera		Put a stop sign between the street by the Pan American Park. There are always accidents happening, it is dangerous especially it being close to where children are present.							
39	City of Madera		Merced St and Fresno St, Green Way Stop signs Lighting is very dim							
40	City of Madera		Katherine St More streetlights and stop signs. There are many accidents in this area.							
41	City of Madera		I would like to get more stop signs by Sherwood St and Lake St. There is a lot of accidents on that Road. Thank you.							
42	City of Madera		Improvements to Tulare St. More stop signs More sidewalks							
43	City of Madera		Improve E. Yosemite Ave. Fix streets. More stop signs for children's safety around MLK, Sierra Vista, and Millview School.							
44	County		I would like that streets: 13 ¼ and Rd. 29 be fixed. And more stops signs and traffic lights							
45	City of Madera		Fix Gateway, SR 145, there are too many potholes							
46	City of Madera		Fix E. Yosemite Ave. Lots of potholes.							

47	County		La Vina streets: Ave 9, 8 ½, 8. Rd 24, 23 are in bad conditions.							
48	City of Madera		I would like more street lighting. Fix roads.							
49	County		Fix potholes on 17 ½. The potholes affect car tires.							
50	City of Madera		More lighting around Davis St. it is very dark. Fix streets there are many potholes.							
51	City of Madera		Improve streets. Fix road potholes. Improve pedestrian infrastructure. More recreation areas.							
52	City of Madera		I would like to see more stop signs on SR 145 because there are many accidents there.							
53	County		I would like 28 ½ and 13 ¼ to be fixed. There are many potholes and add more stop signs.							
54	City of Madera		E Yosemite is very dark at night, it needs more streetlights.							
55	City of Madera		More Street lights on E. Yosemite Ave.							
56	City of Madera		I live by B St and A St. For children's safety when going to school: Streets are in bad conditions, they need fixing. It is very dark at night, more streetlights.							
57	City of Madera		More Street lights and fix those that do not work. Get more patrols day and night. Azalea Ave, Road 29, fix parks, clean the streets							
58	City of Madera		Lilly St and Sunrise Ave Traffic light for children's safety for school (Virginia). Add speed bumps on Sunrise Avenue and Lilly St. Speed signs for cars, so they reduce speed Public transit							
59	City of Madera		E. Yosemite Ave.							
60	City of Madera		Streets around schools for children's safety.							
61	City of Madera		N Lake and Sherwood St. add stop sign							
62	City of Madera		Austin and Martin St. Repair Streets More Street lights because they are dark Sidewalks for House entrances							

63	City of Madera		I live by Millview school, I would like more stop signs, thanks.							
64	City of Madera		N. L St. I would like pavement where I live because I live by an alley. Thank you.							
65	City of Madera		Washington Ave and Washington, or Crossing St. Sidewalks Fix the streets, the potholes for cars							
66	City of Madera		Cross St and Lily St, Magnolia St, Washington St. Sidewalks Fix Streets More streetlights Stop signs							
67	City of Madera		I live by Sherwood Way and Lake St. there are too many accidents Stop signs to prevent car accidents and it is dangerous for children in the park.							
68	County		Improve streets Ave 12 and 10							
69	City of Madera		Sonora Street and Cleveland Ave Fix streets and potholes Add speed bumps because cars speed on the streets More safety for school children							
70	Chowchilla		Improve streets More speed bumps cars speed a lot							
71	City of Madera		Sunrise and Lilly St. More police officers More speed bumps, cars speeding More speed signs							
72	County		Rd 29 ½ and Ave 8 More speed bumps: cars speed Fix streets More signs for children's safety							
73	County		Rd 29 ½ and Ave 8 Speed bumps, cars speed on the streets and it is dangerous for students.							
74	County		Rd 29 ½ and Ave 8 Eastin Arcola Fix streets for students safety Add speed bumps, there are races on the streets.							

75	County		Fix streets: Ave 9, Rd 24, Ave 8, 8 ½, Rd 25 More stop signs Add speed bumps on Ave 9 because cars race down the street							
76	County		Add speed bumps on Ave 9 because cars race down the street							
76	County		Drainage problems when it rains on Paraiso St. Fix streets: Road 24, 23, Ave 7, 8, 8 ½, 7 More streetlights, very dark streets, it helps safety.							
<b>Comments from Leadership Counsel for Justice and Accountability Counsel Letter 2022-23</b>										
	City of Madera	METRO	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.							
	ALL	ALL	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.							
	County		C. Residents and transit users report a need for street lighting in La Vina, Fairmead, and Madera County to ensure transit users' first and last miles are safely lit.							
	City of Madera		D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.							

	County	<p>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.</p> <p>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. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.</p>							
	County	<p>F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.</p>							
	All	<p>G. 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 traveling 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.</p>							

	County	MCC	H. 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.							
	County	MCC	I. 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 in collaboration with Fairmead residents, and oversee progress to ensure this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.							
	City of Madera		J. Indigenous residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.							
	County	MCC	K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.							
<b>Comments from Leadership Counsel for Justice and Accountability Counsel Letter Previous Years</b>										
	County	MCC	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route							
	County	MCC	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera;							



	County	MCC	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial 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 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.							
	County	MCC	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit. Extend to rest of the week including weekends and							
	County	MCC	Additional routes during the day.							
	City of Madera	Metro	Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;							
	City of Madera	Metro	Installation of trash cans on MAX buses							
	City of Madera	Metro	Thirty-minute incremented bus service on all MAX routes;							
	City of Madera	Metro	Improvements to the "Dial-a-Ride" Dispatch system							
	City of Madera	Metro	Extended MAX service operation on weekends;							
	All	Metro, MCC	Equip bus stops and buses with route-related signage							
	All	All	Apply for grant funding to secure free rides for students							
	MCTC		Pursuit of regional funding for an electric rural rideshare program							
	All	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff							



April 20, 2022  
Madera County Transportation Commission  
2001 Howard Rd, Ste 201  
Madera, CA 93637

Submitted electronically via email to: [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org)

**Re: Comments on Unmet Transit Needs in Madera County**

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

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 are re-submitting the list of unmet transit needs that residents have elevated for the past three years now, which have not been addressed. We also argue that those needs fit within the confines of the Madera County Transportation Commission (MCTC)’s unmet needs transit definition. This necessarily means that MCTC is obligated to address them. Attached alongside this letter, I have also resubmitted our comment letters from the last three years’ unmet transit needs survey process regarding unmet transit needs and comments regarding this process that we have elevated in previous years. 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 and partner organizations from the City of Madera, indigenous communities in Madera County, 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, Fairmead, and Madera County 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.
- 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. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.
- F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.
- G. 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 traveling 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.
- H. 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.
- I. 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 in collaboration with Fairmead residents, and oversee progress to ensure



this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.

- J. Indigenous<sup>1</sup> residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.
- K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.

**II. The unmet needs listed above fall within the unmet needs definition adopted by MCTC.**

MCTC’s adopted definition for Unmet Transit Needs reads, “[a]n 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).”<sup>2</sup> The needs listed above fit within the confines of this definition for the reasons listed below:

1. “Expressed or identified needs”

For the past three years, Madera County residents expressed their desire to see transportation improvements in their communities. Those same residents have also identified specific needs in their communities.<sup>3</sup> For example, the priorities have been expressed and identified by residents during the Regional Transportation Project and Sustainable Community Strategy workshops, the Measure T steering Committee, and the board of supervisors meeting.

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<sup>1</sup> Gaspar Rivera-Salgado and Luis Escala Rabadán, *Festivals, Oaxacan Immigrant Communities and Cultural Spaces Between Mexico and the United States: The Guelagueltas in California*, University of Southern California and the Mexican research institute El Colegio de la Frontera, <https://www.redalyc.org/journal/151/15160667002/html/> (California is home to about 350,000 Indigenous Oaxacans, who are primarily concentrated in the Central Valley and the southern portion of the state, a study conducted in 2016).

<sup>2</sup> Madera County Transportation Commission, *Unmet Transit needs Workshop 3.29.22-2.pdf*, Madera County, (March 29, 2022), <https://www.maderactc.org/bc-transportation/page/unmet-transit-needs>

<sup>3</sup> See discussion *supra* Part I



Furthermore, each of the necessary transit improvements listed above are in fact unmet *needs* because, according to the feedback of transit-dependent residents, public transit is extremely difficult if not nearly impossible to use in each of these communities due to the lack of first and last-mile infrastructure, the infrequency of routes, the scarcity of bus stops in communities, and the lack of appropriate signage for bus routes.<sup>4</sup>

2. “That [are] not currently being met through existing public transportation services”

The previous priorities are attached and, as you can see, the needs of residents in Fairmead, La Vina, the City of Madera, and other communities throughout Madera County have not been addressed by previous unmet transit needs processes. As such, these needs are not currently being addressed through existing transportation services. Thus, meeting the requirement for the updated unmet transit needs definition.

3. “Required to comply with the Americans with Disabilities Act.”

As mentioned above, in several disadvantaged communities, many common roads do not have sidewalks, which creates uniquely dangerous obstacles for residents with disabilities.<sup>5</sup> For example, a resident in La Vina who uses a wheelchair has mentioned being nearly hit by vehicles almost every time she tries to make an essential trip because, without sidewalks, she is forced into the road.

#### 4. Conclusion

The needs expressed above meet fall within MCTC’s definition of unmet transit needs. Therefore, MCTC is required to address those needs.

### III. 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.

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<sup>4</sup> For instance, since the bus only runs two times a day, two days a week in La Vina, the infrequency of bus routes make transit-dependent persons absolutely unable to rely on public transit for doctor’s appointments, grocery shopping, going to work, or any other essential trip.

<sup>5</sup> See discussion *supra* Part I (E)



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,

Leticia Casillas Luquin  
Policy Advocate



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

Submitted electronically via email to: [publiccomment@maderactc.org](mailto: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.



- 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





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

Submitted electronically via email to: [publiccomment@maderactc.org](mailto: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 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:

- 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



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;
- (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



# APPENDIX F

RECOMMENDATION TO THE MCTC BOARD FROM SSTAC

# Social Service Transportation Advisory Council

**Commission Members**

o

Chairman  
Tom Wheeler  
County of Madera

o

Vice Chairman  
Diana Palmer  
City of  
Chowchilla

o

Cecilia Gallegos  
City of Madera

o

Brett Frazier  
Madera County

o

Jose Rodriguez  
City of Madera

o

Robert Poythress  
Madera County

June 22, 2022

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

**SUBJECT:** SSTAC FY 2022/23 “Unmet Transit Needs” Recommendation

Dear Chairman Wheeler:

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 in weeks prior to the public hearing to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 20, 2022. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the testimony and written comments received our recommendations to the Commission are as follows:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the MCTC Policy Board find the following:

**1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2022/23 within the jurisdiction of the City of Madera, and that there are no unmet transit needs within the jurisdiction of the City of Chowchilla, and County of Madera.**

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

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

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

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

**2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.**

MCTC  
Executive Director  
Patricia Taylor  
2001 Howard Rd, Suite 201  
Madera, CA 93637  
(559) 675-0721  
(559) 675-9328 FAX

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

The existing systems are:

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

MCTC staff and SSTAC recommend that the unmet transit needs which were found reasonable to meet be addressed as recommended by the SSTAC during its meeting of May 16, 2022.

- Testimony was received regarding the Walmart stop. The City of Madera is currently evaluating all bus stops as part of its on-going transit plan study. This bus stop will be under evaluation as well.
- Testimony was received about the need for wastebaskets at bus stops in the City of Madera. The SSTAC recommended that there be waste baskets at each bus stop and that they are regularly maintained. Madera METRO is currently looking to improve sanitation around transit stops.

Sincerely,

*Evelyn Espinosa*

Evelyn Espinosa, MCTC Staff on behalf of  
Social Service Transportation Advisory Council  
which was approved by the SSTAC Chair, Frank Simonis



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** Item 4-J  
**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

2022 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 18-22, 2022. Attached is the proposed DRAFT Legislative Platform.

**FISCAL IMPACT:**

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

**SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL  
VALLEY VOICE 2022**

**DRAFT LEGISLATIVE BROCHURE**

**Introduction**

The *Bipartisan Infrastructure Law* (P.L. 117-58) was signed into law by President Joseph R. Biden on November 15, 2022, authorizing \$1.2 trillion over Fiscal Years (FY) 2022 through FY 2026 for transportation, climate and resiliency, energy, broadband, and water infrastructure programs. As the Biden Administration implements this historic piece of legislation, this legislative brochure outlines priority policies and projects from the San Joaquin Valley. This booklet also highlights regional Congressionally directed spending proposals under consideration in Congress.

**About California's San Joaquin Valley**

California's San Joaquin Valley lies between the Sierra Nevada Mountain range to the east, the Tehachapi mountains to the south, the coastal ranges to the west and the Sacramento Valley to the north. The region is comprised of eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and 62 cities. Most of the Valley is rural and economically driven by agriculture and goods movement, with 25 percent of the nation's food supply coming from the region. However, a significant proportion of its residents reside in urban areas, most of which are along the major transportation corridors. The Valley is also home to 23 of the 30 most disadvantaged communities in California. The Valley is currently home to more than four million people, which is about 10 percent of the state's population. However, by 2060, it is estimated that the region will be home to 5.7 million people, a 44 percent increase in population compared to 21 percent for California during the same time period. These growth projections promise to challenge an already stressed regional transportation network, but also provide tremendous opportunity for state and federal investments.

**About the San Joaquin Valley Regional Policy Council**

The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges, and opportunities. The 17-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate, and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Director of the San Joaquin Valley Air Pollution Control District.

Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policymakers and agency staff in Sacramento and Washington, DC. Each year for over a decade, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the Valley with a unified voice.

**Implementation of the Bipartisan Infrastructure Law**

Thank you to the Biden Administration and lawmakers on Capitol Hill for their leadership in passing the *Bipartisan Infrastructure Law* (P.L. 117-58). We welcome the historic investment provided by this \$1.2 trillion measure and look forward to working with federal partners to leverage these resources to make meaningful investments in our community over the next five years from Fiscal Year (FY) 2022 to FY 2026. In follow-up to our 2021 Valley Voice efforts, we were heartened by robust investments in the law for goods movement, electric vehicles, and emissions reduction efforts. We also look forward to working with our partners in the State of California as they administer sub-allocations of the following formula programs to the local level: the Carbon Reduction Program (CRP), the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, the National Electric Vehicle Infrastructure (NEVI) Formula Program, the Bridge Formula Program (BFP), and other existing Federal-Aid Highway Programs. Our member agencies will also take advantage of newly-established discretionary or competitive programs

authorized by the law in the years ahead. We will be sure to engage Members of Congress and the Administration on those opportunities as appropriate. However, given the fact that workforce development and job training investments were largely included in the *Build Back Better Act*, we encourage lawmakers to pass a piecemeal measure or increase levels of funding through the FY 2023 budget and appropriations process to address the multitude of needs for our workforce in the Central Valley.

### **Buy America Waivers**

The Buy America provisions of the *Bipartisan Infrastructure Law* (P.L. 117-58) state that the head of each federal agency must ensure that “none of the funds made available for a Federal financial assistance program for infrastructure...may be obligated for a project unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States.” While the San Joaquin Valley supports the tenets of the *Build America, Buy America Act*, a common-sense application of the provisions in regulation is needed to ensure project delivery is not delayed. For example, necessary components of fleet vehicles or construction materials such as the bristles on a street cleaning truck are often not manufactured domestically due to the production costs or resource availability. As a result, recipients of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants to purchase certain vehicles or materials must complete a Buy America waiver to receive funds.

The San Joaquin Valley recommends that (1) FHWA and FTA are consistent in the implementation of waivers to the *Build America, Buy America Act* as outlined in recent guidance issued by the White House Office of Management and Budget (OMB) to ensure transportation projects are progressing without significant delays; and (2) these agencies develop clear guidelines on exceptions to create a consistent nationwide application of rules at the federal level. We support the temporary waiver of Buy America requirements for construction materials issued by FHWA to reduce the burden, delays, and resources expended over small percentages of materials.

We encourage FHWA and FTA to expedite the review and approval of Buy America waiver requests from the San Joaquin Valley as quickly as the BIL allows. If Buy America waivers are not reviewed or approved in a timely manner, grant recipients may be forced to forfeit their awards and be unable to leverage federal funding toward their projects. We request that FHWA and FTA review any Buy America waiver requests that have been submitted from the San Joaquin Valley, and that the determinations be published for notice and comment in the *Federal Register* as soon as possible.

### **State Route 99**

Due to its location in the center of the State with 31,000 road miles, more than the San Francisco Bay Area and Sacramento region combined, the San Joaquin Valley is a major generator of economic activity and transportation corridor between large California cities to and from western seaports. Goods movement has become an increasingly important transportation, economic, and environment issue for the eight counties in the San Joaquin Valley. The region’s dominant industries include agriculture, food production, and energy and construction, among many others. The critical role that the San Joaquin Valley plays in California and the nation’s food supply will continue to require an effective goods movement system to distribute and export products quickly and efficiency.

State Route (SR) 99, also known as the backbone of California—is a major goods movement state highway connecting southern California to northern California through the major cities of the San Joaquin Valley. SR 99 is on the National Primary Freight Network and has higher than average truck volumes. Lack of capacity for SR 99 results in congestion, fatal accidents, and poor air quality. The Valley Voice delegation encourages Congress and the Administration to support robust federal investments for this critical corridor, including the SR 99 Corridor Plan, I-5 Freight ZERO Pilot Study, and California Inland Port Study.

### **Passenger Rail**

California is making significant investments in intercity passenger and commuter rail and supports new federal investments for rail included in the *Bipartisan Infrastructure Law* (P.L. 1117-58). Modernizing the

state's passenger rail system will reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast, and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; connect regional economies (e.g., the Central Valley and the Coast), and sustain an innovative state economy that will help drive America's economic competitiveness. The Valley Voice delegation encourages Congress and the Administration to support federal investments that will enhance intercity passenger rail in the Central Valley, maintain short line rail corridors, and improve last-mile connectivity. We also support federal investments in our region's new inland ports to keep up with demand for goods movement.

### **Budget and Appropriations** **Community Project Funding Requests**

The Valley Voice delegation welcomes the restoration of Community Project Funding (CPF) and Congressionally Directed Spending (CDS) through the annual budget and appropriations process. We are grateful that lawmakers providing funding for the following local projects in the *Consolidated Appropriations Act, 2022* (P.L. 117-103)

- 1) \$2 million for the Merced County Courthouse Museum Facility Repairs project requested by Representative Costa on behalf of Merced County through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill;
- 2) \$279,664 for the Water Plant Clarifier Replacement project requested by Representative Costa on behalf of the City of Dos Palos through the Interior, Environment, and Related Agencies appropriations bill;
- 3) \$950,000 for the Water Loop Line Completion project requested by Representative Costa, Senator Feinstein, and Senator Padilla on behalf of the City of Gustine through the Interior, Environment, and Related Agencies appropriations bill;
- 4) \$1.5 million for the North Lathrop Multi-Modal Transfer Station project requested by Representative McNerney on behalf of the San Joaquin Regional Rail Commission through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill;
- 5) \$1.5 million for the ACE Locomotive Zero Emission Engine Conversion Project requested by Representative McNerney and Senator Padilla on behalf of the San Joaquin Regional Rail Commission through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill; and
- 6) \$4.485 million for the Manteca Station Rider Safety Improvement and Station Modernization project requested by Representative Harder on behalf of the San Joaquin Regional Rail Commission.

The Valley Voice delegation appreciates that the House and Senate Appropriations Committees have also agreed to consider CPF and CDS requests submitted by Members of Congress in the FY 2023 appropriations cycle. We urge lawmakers to ensure that the following proposals from the Valley are ultimately funded in any final spending package agreed to by both chambers of Congress:

- 1) Stanislaus Council of Government seeking \$7 million for the State Route 132 West Project Phase 2 project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Harder/Padilla);
- 2) Merced County Association of Governments seeking \$3.86 million for the Yosemite Area Regional Transportation System (YARTS) Fleet Replacement Project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa);
- 3) San Joaquin Council of Governments seeking \$7 million for the State Route 99/120 Connector Project Phase 1B through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (McNerney/Harder/Feinstein);
- 4) San Joaquin Regional Rail Commission seeking \$1.5 million for the Rail Academy of Central California – Rail/Transit Workforce Development Program through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (McNerney);
- 5) San Joaquin Joint Powers Authority seeking \$1.65 million for the Amtrak Fresno Santa Fe Station project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla);

- 6) San Joaquin Joint Powers Authority seeking \$2.1 million for the Amtrak Hanford Station project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla);
- 7) Tri-Valley – San Joaquin Valley Regional Rail Authority seeking \$4 million to provide green hydrogen fuel for local bus transit operators in San Joaquin County through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla);
- 8) Kings County Area Public Transit Agency seeking \$5 million for the Kings County Regional Multi-Modal Transit Center project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Valadao/Feinstein);
- 9) Fresno Economic Opportunities Commission seeking \$500,000 for the Local Conservation Corps Workforce Development Project through the Interior, Environment, and Related Agencies appropriations bill (Costa);
- 10) Madera County seeking \$1.95 million for the State Route 41 Expressway project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa);
- 11) City of Fresno – Airports Division seeking \$4.4 million for the FAT Runway 11L-29R Reconstruction Project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa);
- 12) City of Fresno – Airports Division seeking \$4.92 million for the FAT Remote Transmitter Receiver (RTR) Relocation Project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Feinstein/Padilla);
- 13) City of Fresno seeking \$4 million for the Tiny Homes Housing Solution project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa/Padilla); and
- 14) City of Fresno seeking \$5.616 million for the Electric Bus Purchase project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla).

### **Pending Federal Grant Applications**

The Valley Voice delegation encourages Congress and the Administration's support for the following projects seeking federal grant assistance through the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Program and Multimodal Project Discretionary Grant (MPDG) Program administered by the U.S. Department of Transportation (DOT):

- 1) The Madera County and Madera County Transportation Commission's application for \$25 million in RAISE funding for the \$51 million SR 41 Expressway project. This project would modernize a rural highway into a facility that provides safe and efficient regional traffic operations.
- 2) The Fresno Council of Government's application for RAISE planning funding for the California Inland Port project. Upon completion, the California Inland Port will be a multimodal network of integrated clean and highly efficient truck, rail, and cargo facilities that will underpin a next-generation ecosystem of goods movement and radically boost the economic competitiveness of California's economy.
- 3) The Kern Council of Government's applications for RAISE and MPDG funding for the Southwest U.S. Goods Movement Freeway Connector through Bakersfield on State Routes 58 & 99 project. This project would construct a connector from eastbound State Route 58 to northbound State Route 99, adding a ramp movement where none currently exists and building two bridges.
- 4) The San Joaquin Regional Rail Commission's application for \$25 million in RAISE funding for the North Lathrop Transfer Station and Lathrop Wye Project. This project will enable Altamont Corridor Express (ACE) passengers on trains traveling between Ceres/Merced and Sacramento to be able to transfer at the North Lathrop Station to ACE trains heading to Silicon Valley.
- 5) The San Joaquin Regional Rail Commission's application for \$66.7 million in MPDG funding for the \$133.4 million Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project. This project will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 1117.4 in Ceres and MP 128.2 in Turlock, including culvert, under crossing, and at-grade crossing improvements.



- 6) The California Department of Transportation and San Joaquin Joint Powers Authority's application for \$87.6 million in MPDG funding for the \$146 million Madera High-Speed Rail Station project. This project will improve and expand the size of the previously-relocated Madera passenger rail station and provide a high-speed rail (HSR) station for California HSR Interim Service to serve Madera County and Northern Fresno County.



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-K

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

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**SUBJECT:**

CalSTA Draft Port and Freight Infrastructure Program Guidelines

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California State Transportation Agency (CalSTA) released draft guidelines to implement Governor Newsom and the legislature's historic \$1.2 billion one-time program to help ease supply chain congestion and increase the capacity to move goods in California.

The Port and Freight Infrastructure Program seeks to improve the capacity, safety, efficiency and resilience of goods movement to, from and through California's maritime ports, while also reducing greenhouse gas emissions and harmful impacts to communities adjacent to the corridors and facilities used for goods movement. These improvements are critical to enhancing and modernizing the multimodal freight transportation system, growing the economic competitiveness of California's freight sector, promoting transportation equity, reducing freight-related deaths and injuries, and improving system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change and natural disasters. For more information about the program, please view the text of recently enacted [SB 198](#).

The draft guidelines are posted on the [CalSTA website](#). Please submit comments **by COB on August 26, 2022**.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 4-L  
**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 10

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 10

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 10, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

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

Resolution No.: **21-15**  
**Amendment No. 10**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 20<sup>th</sup> day of July 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 5-A

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

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**SUBJECT:**

Public Hearing: DRAFT 2023 Federal Transportation Improvement Program (FTIP), 2022 DRAFT Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), DRAFT Program Environmental Impact Report (PEIR) and DRAFT Corresponding Conformity Analysis

**Enclosure:** No

**Action:** Conduct Public Hearing

**SUMMARY:**

Madera County Transportation Commission staff released the Draft 2023 FTIP, 2022 RTP/SCS, PEIR and Corresponding Conformity Analysis for public review on June 29, 2022. The public review and comment period for each of the documents are as follows:

- 55 days commencing on June 29, 2022, and ending on August 23, 2022, for the 2022 RTP/SCS;
- 45 days commencing on June 29, 2022, and ending on August 13, 2022, for the Draft EIR; and
- 30 days commencing on June 29, 2022, and ending on July 29, 2022, for the 2023 FTIP and Draft Air Quality Conformity Analysis.

The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.

The 2022 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2046.

The EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.

The corresponding Conformity Analysis contains the documentation to support a finding that the 2023 FTIP and 2022 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Based on the analysis presented in the Draft PEIR, potentially significant and un-avoidable direct and cumulative environmental impacts may occur to the following resources areas:

Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Climate Change, Cultural Resources & Tribal Cultural Resources, Energy and Energy Conservation, Geology/Soils/Mineral Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Planning, and Recreation, Noise and Vibration, Population, Housing, and Employment, Public Utilities, Other Utilities, and Services Systems, Transportation/Traffic, and Wildfire. Although the 2023 FTIP and the 2022 RTP/SCS include areas containing sites that are subject to Government Code 65962.5, neither the 2023 FTIP nor the 2022 RTP/SCS propose site-specific development of any of those locations.

The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at [www.maderactc.org](http://www.maderactc.org)

Public comments are welcomed at a public hearing to be held on July 20, 2022, at the 3:00PM MCTC Board Meeting, or may be submitted in writing by 5:00 p.m. on the aforementioned dates to staff identified below. After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled meeting to be held on August 31, 2022. The documents will then be submitted to state and federal agencies for approval.

Contact Persons:

**Draft 2022 RTP, Conformity Analysis, EIR**

Dylan Stone, Principal Regional Planner  
2001 Howard Road, Suite 201  
Madera, CA 93637  
[dylan@maderactc.org](mailto:dylan@maderactc.org)  
(559) 675-0721

**Draft 2023 FTIP**

Jeff Findley, Principal Regional Planner  
2001 Howard Road, Suite 201  
Madera, CA 93637  
[jeff@maderactc.org](mailto:jeff@maderactc.org)  
(559) 675-0721

**FISCAL IMPACT:**

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





**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

Executive Minutes – June 22, 2022

**Enclosure:** Yes

**Action:** Approve June 22, 2022 meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the June 22, 2022, Policy Board Meeting

**FISCAL IMPACT:**

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

# MADERA COUNTY TRANSPORTATION COMMISSION

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## EXECUTIVE MINUTES

**Date:** June 22, 2022

**Time:** 3:00 pm

**Place:** Madera County Transportation Commission  
In person and GoToWebinar

**Members Present:** Vice Chair, Diana Palmer, Council Member, City of Chowchilla  
Cecelia Gallegos, Council Member, City of Madera  
Jose Rodriguez, Council Member, City of Madera  
Robert Poythress, Supervisor, County of Madera  
Alternate Leticia Gonzalez, Supervisor, County of Madera

**Members Absent:** Chairman Tom Wheeler, Supervisor, County of Madera  
Brett Frazier, Supervisor, County of Madera

**Policy Advisory Committee:** Above Members  
Michael Navarro, Caltrans District 06, Deputy Director

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

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**

### 3. PUBLIC COMMENT

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

No other public comment.

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

### 4. CLOSED SESSION

- A. Report of Closed Session Item from May 18, 2022, Policy Board Meeting

**Action:** No Reportable Action

### 5. POLICY 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 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 Committee concerning the item before action is taken.

- A. Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

**Action:** Information and Discussion Only

- B. Notice of Funding Opportunity (NOFOs) for the Broadband Equity, Access, and Deployment (BEAD) Program, Middle Mile Broadband Infrastructure Grant (MMG) Program, and the State Digital Equity Planning Grant Program authorized by the *Bipartisan Infrastructure Law*

**Action:** Information and Discussion Only

- C. Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law*  
**Action:** Information and Discussion Only
  
- D. FY 2022 Bridge Investment Program Notice of Funding Opportunity  
**Action:** Information and Discussion Only
  
- E. 2022 Clean School Bus Rebates  
**Action:** Information and Discussion Only
  
- F. I-5 Freight Zero Emissions Route Operations (ZERO) Pilot Study  
**Action:** Information and Discussion Only
  
- G. letter of Confirmation: Consistency with Madera County 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS) – River Grove  
**Action:** Information and Discussion Only
  
- H. SR 41 South Expressway – Letter of Support  
**Action:** Information and Discussion Only
  
- I. Request for State Budget Funding – City of Madera Letter of Support  
**Action:** Information and Discussion Only
  
- J. Active Transportation Program Letter of Support  
**Action:** Information and Discussion Only
  
- K. Continuation of Teleconferenced Meeting – Resolution 21-15 Amendment No. 9  
**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No. 9

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

Commissioner Rodriguez pulled Item A for discussion. After discussion, Item A was put back on the Agenda for Action

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Palmer	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes

Vote passed 5-0

**6. TRANSPORTATION ACTION/DISCUSSION ITEMS**

A. FY 2022-23 Unmet Transit Needs Recommendations

**Action:** Upon motion by Commissioner Rodriguez, seconded by Commissioner Poythress to approve the Social Service Transportation Advisory Council’s 2022-23 Unmet Transit needs Finding Resolution No. 22-07. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Palmer	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes

Vote passed 5-0

B. State Legislative and Budget Update

**Action:** Upon motion by Commissioner Gonzalez, seconded by Commissioner Poythress, authorizing the Chairman of the Policy Board sign AB 2550 Oppose letter, addressed to Assembly Member Joaquin Arambula. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Palmer	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes

Vote passed 4-0

- C. Draft 2022 Regional Transportation Plan and Sustainable Communities Strategy, Draft Program Environmental Impact Report, Draft 2023 Federal Transportation Improvement Program, and Draft Corresponding Conformity Analysis.

**Action:** Information and Discussion Only

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

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

Upon motion by Commissioner Poythress, seconded by Commissioner Rodriguez 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 Palmer	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes

Vote passed 4-0

**8. ADMINISTRATIVE CONSENT ITEMS**

- A. Executive Minutes – May 18, 2022

**Action:** Approve May 18, 2022, meeting minutes

- B. Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 3, Resolution 21-14 Amendment No. 3

**Action:** Approve Resolution 21-13 Amendment No. 3, Resolution 21-14 Amendment No. 2

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

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

Roll call for votes:

Commissioner Rodriguez	Yes
------------------------	-----

Commissioner Poythress	Yes
Commissioner Palmer	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes

Vote passed 4-0

**9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

A. Executive Director Employment Agreement – 2019-02, Resolution 22-08

**Action:** Upon motion by Commissioner Gonzalez, seconded by Commissioner Poythress to approve Executive Director Employment Agreement – 20019-02, Resolution 22-08. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Palmer	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes

Vote passed 4-0

B. August and September 2022 Policy Board Meeting Dates

**Action:** Information and Discussion Only

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

**10. 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 Committee 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.

A. Self-Help Counties Coalition – 2022 Focus on the Future Conference

**Action:** Information and Discussion Only

B. Measure T Citizens’ Oversight Committee Meeting

**Action:** Information and Discussion Only

- C. Measure T FY 2022-23 Draft Annual Work Program (AWP)

**Action:** Information and Discussion Only

- D. Financial Advisory Services On-call Agreement

**Action:** Approve On-call agreement with KNN Public Finance

- E. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 9

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 9

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Palmer	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes

Vote passed 4-0

## 11. AUTHORITY - ACTION/DISCUSSION ITEMS

- A. Draft Measure T Renewal Investment Plan and Draft Implementing Guidelines

**Action:** Upon motion by Commissioner Rodriguez, seconded by Commissioner Poythress, to approve (1) Circulate and request the local jurisdictions to consider approval of the Draft Measure T Investment Plan and Draft Implementing Guidelines; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Palmer	Yes
Commissioner Gallegos	Absent



Commissioner Gonzalez            Yes  
Vote passed 4-0

**OTHER ITEMS**

**12. MISCELLANEOUS**

A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- Thanked her staff for working long hours (weekends and nights) on the various documents that were presented during today’s meeting, which included the Draft MCTC 2022 Regional Transportation Plan and Sustainable Communities Strategy, Draft Program Environmental Impact Report, Draft 2023 Federal Transportation Improvement Program, Draft Corresponding Conformity Analysis, Measure T Renewal Investment Plan, and Implementing Guidelines.

B. Items from Caltrans

Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on State Highway projects in Madera County

C. Items from Commissioners

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

**13. ADJOURNMENT**

Meeting adjourned at 4:59 pm.

Next meeting scheduled for Wednesday, July 20, 2022

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 7-B

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

---

**SUBJECT:**

Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2021: City of Chowchilla and County of Madera

**Enclosure:** Yes

**Action:** Accept TDA Compliance Audit Report: City of Chowchilla and County of Madera

**SUMMARY:**

MCTC has received the Fund Compliance Reports for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2021, for the City of Chowchilla and the County of Madera. These reports were done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings.

**FISCAL IMPACT:**

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

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT**

**FOR THE YEARS ENDED  
JUNE 30, 2021 AND 2020**

CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
JUNE 30, 2021 AND 2020

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The Place to Be

## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

### ***Auditor's Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control as it relates to the TDA Funds. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Transportation Development Act Funds of the City of Chowchilla, California, as of June 30, 2021 and 2020, 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.

570 N. Magnolia Avenue, Suite 100  
Clovis, CA 93611

tel 559.299.9540  
fax 559.299.2344

### **Emphasis of Matter**

As discussed in Note 1, the financial statements of the TDA Funds of the City of Chowchilla, are intended to present the financial position and the changes in financial position of the TDA Funds of the City of Chowchilla. They do not purport to, and do not present fairly the financial position of the City as of June 30, 2021 and 2020, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

### **Other Matters**

#### *Required Supplementary Information*

Management has the omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 14-16 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated June 28, 2022, on our consideration of the TDA Funds of the City of Chowchilla, California 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 of the City of Chowchilla, California 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 of the City of Chowchilla, California's internal control over financial reporting and compliance.

*Price Pange & Company*

Clovis, California  
June 28, 2022

FINANCIAL STATEMENTS

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
JUNE 30, 2021**

Item 7-7-B.

	Street & Road Fund	Transit Fund	Total
<b>ASSETS</b>			
Cash and investments	\$ 1,186,211	\$ -	\$ 1,186,211
Receivables:			
Due from LTF	299,735	427,435	727,170
Due from other governmental agencies	45,771	-	45,771
Total assets	\$ 1,531,717	\$ 427,435	\$ 1,959,152
<b>LIABILITIES</b>			
Accounts payable	\$ 63,797	\$ 2,181	\$ 65,978
Due to other funds	-	421,678	421,678
Total liabilities	63,797	423,859	487,656
<b>DEFERRED INFLOWS OF RESOURCES</b>			
Unavailable revenues	299,735	109,746	409,481
Total deferred inflows of resources	299,735	109,746	409,481
<b>FUND BALANCES</b>			
Restricted for:			
Highways and streets	1,168,185	-	1,168,185
Transit	-	-	
Unassigned	-	(106,170)	(106,170)
Total fund balances (deficit)	1,168,185	(106,170)	1,062,015
Total liabilities, deferred inflows of resources, and fund balances	\$ 1,531,717	\$ 427,435	\$ 1,959,152



**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
JUNE 30, 2020**

Item 7-7-B.

	Street & Road Fund	Transit Fund	Total
<b>ASSETS</b>			
Cash and investments	\$ 861,996	\$ -	\$ 861,996
Receivables:			
Due from LTF	354,261	427,642	781,903
Due from other governmental agencies	8,141	-	8,141
Total assets	\$ 1,224,398	\$ 427,642	\$ 1,652,040
<b>LIABILITIES</b>			
Accounts payable	\$ 25,362	\$ 2,210	\$ 27,572
Due to other funds	-	421,855	421,855
Total liabilities	25,362	424,065	449,427
<b>DEFERRED INFLOWS OF RESOURCES</b>			
Unavailable revenues	75,111	3,573	78,684
Total deferred inflows of resources	75,111	3,573	78,684
<b>FUND BALANCES</b>			
Restricted for:			
Highways and streets	1,123,925	-	1,123,925
Transit	-	4	4
Total fund balances (deficit)	1,123,925	4	1,123,929
Total liabilities, deferred inflows of resources, and fund balances	\$ 1,224,398	\$ 427,642	\$ 1,652,040

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES  
FOR THE YEAR ENDED JUNE 30, 2021**

	Street & Road Fund	Transit Fund	Total
<b>REVENUES</b>			
LTF - non-transit allocations	\$ 75,111	\$ -	\$ 75,111
STA - transit allocation claims	-	3,573	3,573
Other transit revenues	-	166,654	166,654
Other non-transit revenues	71,539	-	71,539
Other intergovernmental revenues	-	72,947	72,947
Transit bus ticket sales	-	14,193	14,193
	<u>146,650</u>	<u>257,367</u>	<u>404,017</u>
Total revenues			
<b>EXPENDITURES</b>			
Current:			
Traffic signal maintenance	15,089	-	15,089
Street maintenance	408,229	-	408,229
Transit bus costs	-	340,158	340,158
	<u>423,318</u>	<u>340,158</u>	<u>763,476</u>
Total expenditures			
Excess (deficiency) of revenues over (under) expenditures	<u>(276,668)</u>	<u>(82,791)</u>	<u>(359,459)</u>
<b>OTHER FINANCING SOURCES (USES)</b>			
Transfers in	469,523	-	469,523
Transfers out	<u>(148,595)</u>	<u>(23,383)</u>	<u>(171,978)</u>
Total other financing sources (uses)	<u>320,928</u>	<u>(23,383)</u>	<u>297,545</u>
Net change in fund balances	44,260	(106,174)	(61,914)
Fund balances - beginning	<u>1,123,925</u>	<u>4</u>	<u>1,123,929</u>
Fund balances (deficit) - ending	<u>\$ 1,168,185</u>	<u>\$ (106,170)</u>	<u>\$ 1,062,015</u>

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES  
FOR THE YEAR ENDED JUNE 30, 2020**

	Street & Road Fund	Transit Fund	Total
<b>REVENUES</b>			
LTF - non-transit allocations	\$ 372,433	\$ -	\$ 372,433
LTF - transit allocation claims	-	402,564	402,564
STA - transit allocation claims	-	125,247	125,247
Other transit revenues	-	96,958	96,958
Other non-transit revenues	306,414	-	306,414
Other intergovernmental revenues	-	104,173	104,173
Transit bus ticket sales	-	25,578	25,578
	<u>678,847</u>	<u>754,520</u>	<u>1,433,367</u>
<b>EXPENDITURES</b>			
Current:			
Traffic signal maintenance	10,753	-	10,753
Street maintenance	588,088	-	588,088
Transit bus costs	-	345,975	345,975
	<u>598,841</u>	<u>345,975</u>	<u>944,816</u>
Excess (deficiency) of revenues over (under) expenditures	<u>80,006</u>	<u>408,545</u>	<u>488,551</u>
<b>OTHER FINANCING SOURCES (USES)</b>			
Transfers in	559,827	-	559,827
Transfers out	<u>(147,179)</u>	<u>(119,750)</u>	<u>(266,929)</u>
Total other financing sources (uses)	<u>412,648</u>	<u>(119,750)</u>	<u>292,898</u>
Net change in fund balances	492,654	288,795	781,449
Fund balances (deficit) - beginning	<u>631,271</u>	<u>(288,791)</u>	<u>342,480</u>
Fund balances - ending	<u>\$ 1,123,925</u>	<u>\$ 4</u>	<u>\$ 1,123,929</u>

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION**

**Description of Reporting Entity**

The accompanying financial statements present only the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the TDA Fund's accounting policies are described below.

The TDA Funds are accounted for in governmental funds. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds, are Local Transportation Fund (LTF) allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

**Fund Accounting**

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for as a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

The TDA Funds are governmental funds specifically categorized as special revenue funds and are used to account for the proceeds of specific revenue sources that are legally restricted to street and road, and community development expenditures.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

**Use of Estimates**

The preparation of the financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**Public Transportation Fund**

The City records the transit allocations of both the City of Chowchilla and the County of Madera for Chowchilla Area Transit Express (CATX) service in the Transit Fund. The CATX is a general public, curb-to-curb, demand-response system operated by the City of Chowchilla.

The City and County's agreement to fund costs of the CATX service provides for the County to reimburse the City at a fixed rate per annum.

The City collects fare proceeds and has allocated them to the County based upon the terms of the Inter-Agency Agreement.

The City submits requests for reimbursement of costs, net of transit revenues, to the Madera County Transportation Commission (Madera CTC) on behalf of both the City and County.

**Due from Other Governmental Agencies**

Claims made for reimbursement of costs incurred during the fiscal years have been accrued as due from the Madera CTC or due from other governmental agencies in the same fiscal year.

**Unavailable Revenue**

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. Typical transactions for which unavailable revenue is recorded are grants when funding requirements have been met, but the related funding is not yet available. The TDA Funds have unavailable revenue balances which totaled \$299,735 and \$109,746 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2021 and \$75,111 and \$3,573 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2020.

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**Fund Balance Classification** (Continued)

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed, but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted, or committed, must be designated as assigned fund balance.

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

**NOTE 2 – CASH AND INVESTMENTS**

TDA Funds participate in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the fund as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the years ended June 30, 2021 and 2020, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City's financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 3 – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)**

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement. During the fiscal years ended June 30, 2021 and 2020, the TDA Funds had PTMISEA expenditures of \$0 and \$34,528, respectively. There were no revenues related to PTMISEA recognized during the years ended June 30, 2021 and 2020.

**NOTE 4 – TRANSFERS**

Transfers are summarized as follows for the years ended June 30:

2021	Transfers In	Transfers Out
Street and Road Fund	\$ 469,523 <sup>(1)</sup>	\$ 148,595
Transit Fund	-	23,383 <sup>(1)</sup>
Total	\$ 469,523	\$ 171,978
2020	Transfers In	Transfers Out
Street and Road Fund	\$ 559,827 <sup>(2)</sup>	\$ 147,179 <sup>(3)</sup>
Transit Fund	-	119,750 <sup>(4)</sup>
Total	\$ 559,827	\$ 266,929

- (1) Measure T Special Revenue Fund transferred \$239,781 to the Street and Road (LTF) Special Revenue Fund for operations and maintenance. Transit transferred \$23,383 to the Street and Road Fund due to additional COVID funds and increases to original TDA allocations. Maintenance Assessment District Special Revenue Funds transferred \$206,359 to the Street and Road Fund for street light related costs incurred by the LTF fund.
- (2) The Gas Tax Fund transferred \$133,818 to the Streets and Roads Fund for street maintenance and operational costs. The Transit Fund transferred \$119,750 to the Streets and Road Fund due to additional COVID funds and increases to original TDA allocations. The Measure T Fund transferred \$306,259 to the Street and Roads Fund for street maintenance and operational costs.
- (3) The Streets and Roads transferred \$147,179 to the Debt Service Funds for the PFA Streets debt service payment.
- (4) The Transit Fund transferred \$119,750 to the Streets and Road Fund due to additional COVID funds and increases to original TDA allocations

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 5 – FARE REVENUE RATIO**

The City is required to maintain a minimum fare revenue to operating expenses ratio of 10% in accordance with the Transportation Development Act. The calculation of the fare revenue ratio is as follows for the years ended June 30:

	2021	2020
Revenues		
Fare revenues	\$ 14,193	\$ 25,578
Local support	9,007	8,126
Total fare revenues	\$ 23,200	\$ 33,704
Operating expenses	\$ 363,541	\$ 465,725
Fare revenue ratio	6.38%	7.24%

Although the City is required to maintain a fare revenue ratio of 10%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2021 and 2020.

**NOTE 6 – DEFICIT FUND EQUITY**

**Transit System Fund**

A deficit in fund balance at June 30, 2021, in the amount of \$106,171, is due to current year expenditures in excess of revenues. This deficit is expected to be alleviated through future revenues or transfers from other funds.

**NOTE 7 – COMMITMENTS AND CONTINGENCIES**

On March 11, 2020, the World Health Organization declared the outbreak of a coronavirus, COVID-19 a pandemic. Accordingly, some functions of the City’s operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.



REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL  
STREET & ROAD FUND  
FOR THE YEAR ENDED JUNE 30, 2021**

	Original Budget	Final Budget	Actual	Variance with Final Budget
<b>REVENUES</b>				
LTF non-transit allocations	\$ 254,874	\$ 254,874	\$ 75,111	\$ (179,763)
Other non-transit revenues	<u>22,799</u>	<u>22,799</u>	<u>71,539</u>	<u>48,740</u>
Total revenues	<u>277,673</u>	<u>277,673</u>	<u>146,650</u>	<u>(131,023)</u>
<b>EXPENDITURES</b>				
Traffic signal maintenance	29,000	29,000	15,089	13,911
Street maintenance	<u>433,620</u>	<u>598,919</u>	<u>408,229</u>	<u>190,690</u>
Total expenditures	<u>462,620</u>	<u>627,919</u>	<u>423,318</u>	<u>204,601</u>
Excess of revenues over (under) expenditures	<u>(184,947)</u>	<u>(350,246)</u>	<u>(276,668)</u>	<u>73,578</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers in	716,186	931,146	469,523	(461,623)
Transfers out	<u>(148,595)</u>	<u>(148,596)</u>	<u>(148,595)</u>	<u>1</u>
Total other financing sources (uses)	<u>567,591</u>	<u>782,550</u>	<u>320,928</u>	<u>(461,622)</u>
Net changes in fund balance	<u>\$ 382,644</u>	<u>\$ 432,304</u>	44,260	<u>\$ (388,044)</u>
Fund balance - beginning			<u>1,123,925</u>	
Fund balance - ending			<u>\$ 1,168,185</u>	

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL  
TRANSIT FUND  
FOR THE YEAR ENDED JUNE 30, 2021**

	Original Budget	Final Budget	Actual	Variance with Final Budget
<b>REVENUES</b>				
LTF - transit allocation claims	\$ 185,673	\$ 185,673	\$ -	\$ (185,673)
STA - transit allocation claims	127,594	127,594	3,573	(124,021)
Other transit revenues	20,412	96,412	166,654	70,242
Other intergovernmental revenues	247,321	247,321	72,947	(174,374)
Transit bus ticket sales	<u>26,400</u>	<u>26,400</u>	<u>14,193</u>	<u>(12,207)</u>
 Total revenues	 <u>607,400</u>	 <u>683,400</u>	 <u>257,367</u>	 <u>(426,033)</u>
<b>EXPENDITURES</b>				
Transit capital improvement	191,514	202,018	-	202,018
Transit bus costs	<u>429,886</u>	<u>434,786</u>	<u>340,158</u>	<u>94,628</u>
 Total expenditures	 <u>621,400</u>	 <u>636,804</u>	 <u>340,158</u>	 <u>296,646</u>
 Excess of revenues over (under) expenditures	 <u>(14,000)</u>	 <u>46,596</u>	 <u>(82,791)</u>	 <u>(129,387)</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	<u>-</u>	<u>(3,600)</u>	<u>(23,383)</u>	<u>19,783</u>
 Total other financing sources (uses)	 <u>-</u>	 <u>(3,600)</u>	 <u>(23,383)</u>	 <u>19,783</u>
 Net changes in fund balance	 <u>\$ (14,000)</u>	 <u>\$ 42,996</u>	 <u>(106,174)</u>	 <u>\$ (109,604)</u>
 Fund balance - beginning			 <u>4</u>	
 Fund balance (deficit) - ending			 <u>\$ (106,170)</u>	

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE YEAR ENDED JUNE 30, 2021**

**NOTE 1 – BUDGETARY INFORMATION**

The City of Chowchilla, California (the City) establishes annual budgets for the Transportation Development Act Funds (TDA Funds). Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the Finance Department as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the TDA Funds.

## COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN  
 ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS AND THE RULES  
 AND REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Commissioners  
 Madera County Transportation Commission  
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements, and have issued our report thereon dated June 28, 2022.

#### Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as it relates to the City's TDA Funds, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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## Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's 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. Our audit was further made to determine that TDA Funds allocated to and received by the City were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and the Transportation Development Act.

## Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
June 28, 2022



**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT**

**FOR THE YEARS ENDED  
JUNE 30, 2021 AND 2020**

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
JUNE 30, 2021 AND 2020**

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Madera County Transportation Commission's pass-through Transportation Development Act Funds (TDA Funds) of the County of Madera, California (the County), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

### ***Auditor's Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the County's preparation and fair presentation of the financial statements 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 as it relates to the TDA Funds. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

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### **Opinions**

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, 2021 and 2020, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### **Emphasis of Matter**

As discussed in Note 1, the financial statements of the TDA Funds of the County, are intended to present the financial position and the changes in financial position of only that portion of the TDA Funds of the County that is attributable to the transactions related to Madera County Transportation Commission's pass-through TDA Funds. They do not purport to, and do not present fairly the financial position of the County as of June 30, 2021 and 2020, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

### **Other Matters**

#### *Required Supplementary Information*

Management has omitted the management's discussion and analysis and budgetary comparison information that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated July 13, 2022 on our consideration of the County's internal control over financial reporting as it relates to the TDA Funds, and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control over financial reporting and compliance as it relates to the TDA Funds.

*Price Pange & Company*

Clovis, California  
July 13, 2022

## FINANCIAL STATEMENTS

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

	2021	2020
<b>ASSETS</b>		
Due from other governments	\$ 2,323,527	\$ 2,746,936
Total assets	\$ 2,323,527	\$ 2,746,936
<b>LIABILITIES</b>		
Accounts payable	\$ 2,323,527	\$ 2,746,936
Total liabilities	2,323,527	2,746,936
<b>FUND BALANCE</b>		
Unassigned	-	-
Total liabilities and fund balance	\$ 2,323,527	\$ 2,746,936

The accompanying notes are an integral part of this statement.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2021 AND 2020**

	<u>2021</u>	<u>2020</u>
<b>REVENUES</b>		
LTF non-transit allocations	\$ 1,834,419	\$ 1,835,456
LTF/STA transit allocation claims - Madera County Connection	684,577	901,710
LTF transit allocations claims - County of Madera Amtrak	6,414	9,769
PTMISEA distributions	<u>67,252</u>	<u>-</u>
 Total revenues	 <u>2,592,662</u>	 <u>2,746,935</u>
<b>EXPENDITURES</b>		
Current:		
Road construction and maintenance	1,834,419	1,835,456
Madera County Connection Transit costs	684,577	901,710
Amtrak costs	6,414	9,769
Transit facility improvements (nonoperating)	<u>67,252</u>	<u>-</u>
 Total expenditures	 <u>2,592,662</u>	 <u>2,746,935</u>
 Net change in fund balance	 -	 -
 Fund balance - beginning	 <u>-</u>	 <u>-</u>
 Fund balance - ending	 <u>\$ -</u>	 <u>\$ -</u>

The accompanying notes are an integral part of this statement.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Description of Reporting Entity**

The accompanying financial statements present only the Madera County Transportation Commission’s pass-through Transportation Development Act Funds (TDA Funds) of the County of Madera, California (the County) and are not intended to present fairly the financial position, and changes in financial position of the County with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The County’s significant accounting policies are described below.

The TDA Funds are accounted for in the County’s governmental funds, specifically as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Governmental funds are accounted for on a spending of “current financial resources” measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. The County considers revenue to be available if they are collected within 60 days after end of current fiscal period. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

**Public Transportation Fund**

The County contracts bus services in the Bass Lake, Oakhurst, Ahwahnee, and Coarsegold areas from the Community Action Partnership of Madera County. The Community Action Partnership of Madera County operates the service, the “Eastern Madera County Senior Citizen Bus,” on a cost reimbursement basis (net of revenue collected). The bus service is available on a twenty-four hour advance notice pick-up schedule running Monday through Friday.

The County also contracts with the Community Action Partnership of Madera County for an escort service which provides transportation between Oakhurst, North Fork, Madera and Fresno. The program employs individuals driving privately-owned vehicles who are paid for each day of service.

In addition, the County contracts with First Transit, Inc. to operate the Madera County Connection bus service which connects the City of Chowchilla, California and the Eastern Madera County mountain area with the City of Madera, California and Children’s Hospital of Central California.

The County also shares costs with the City of Chowchilla, California to enable the Chowchilla Area Transit Express bus to cover areas of the County.

The County contracts with the City of Madera to provide Dial-A-Ride general public, demand-response service to County residents residing primarily within the Madera Urbanized Area. 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 renewed annually and funded with a combination of Transportation Development Act Funds, Federal Transit Administration section 5307 funds, and fare revenue.



**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Use of Estimates**

The preparation of the financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from these estimates.

**Due from Other 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 due from other governmental agencies in the same fiscal year.

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the County is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by the Board of Supervisors, the County's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the Board of Supervisors removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the Board of Supervisors or its designee and may be changed at the discretion of the Board of Supervisors or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Fund Balance Classification (Continued)**

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the County.

When both restricted and unrestricted resources are available for use, it is the County's policy to use restricted resources first, followed by the committed, assigned and unassigned resources as they are needed.

**NOTE 2 – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA FUNDING)**

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. During the fiscal years ended June 30, 2021 and 2020, the County received PTMISEA funds of \$67,252 and \$0, respectively. During the fiscal years ended June 30, 2021 and 2020, the County expended PTMISEA funds of \$67,252 and \$0, respectively.

**NOTE 3 – FARE REVENUE RATIO**

The County is required to maintain a minimum fare revenue to operating expenses ratio of 10% in accordance with the Transportation Development Act. The calculation of the fare revenue ratio is as follows for the years ended June 30:

	<u>2021</u>	<u>2020</u>
Revenues		
Fare revenues	\$ 36,569	\$ 46,123
Total fare revenues	<u>\$ 36,569</u>	<u>\$ 46,123</u>
Operating expenses	<u>\$ 1,250,089</u>	<u>\$ 1,033,597</u>
Fare revenue ratio	<u>2.9%</u>	<u>4.5%</u>

Although the County is required to maintain a fare revenue ratio of 10%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2021 and 2020.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

*Item 7-7-B.*

**NOTE 4 – CONTINGENCY**

On March 11, 2020, the World Health Organization declared the outbreak of a coronavirus, COVID-19, a pandemic. Accordingly, some functions of the County’s operations were limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

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## COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL  
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER  
MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING  
STANDARDS* AND THE RULES AND REGULATIONS  
OF THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Madera County Transportation Commission's pass-through Transportation Development Act Funds (TDA Funds) of the County of Madera, California (the County), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the County's TDA Funds financial statements, and have issued our report thereon dated July 13, 2022.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control), as it relates to the TDA Funds, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of County's internal control. Accordingly, we do not express an opinion on the effectiveness of County's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the County's 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 may exist that have not been identified.

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### Compliance and Other Matters

As part of obtaining reasonable assurance about whether the County's TDA Funds financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that TDA Funds allocated to and received by the County were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the Rules and Regulations of the Transportation Development Act.

### Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
July 13, 2022





**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 7-C

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

---

**SUBJECT:**

Transportation Development Act (LTF, STA) – FY 2022-23 Allocations, LTF Resolution 22-09, STA Resolution 22-10

**Enclosure:** Yes

**Action:** Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 22-09, STA Resolution 22-10

**SUMMARY:**

At the May 18, 2022 Board Meeting, the MCTC Board approved the FY 2022-23 LTF & STA apportionments.

**Local Transportation Fund (LTF):** Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2022-23 is \$6,156,616. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the 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 2022-23, there is \$734,715,000 budgeted according to the most current information from the State Controller’s Office. The STA allocation estimate for Madera County is \$1,524,187.

The County of Madera and the City of Madera have submitted applications to allocate their apportionments.

**FISCAL IMPACT:**

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

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

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

**WHEREAS,** the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

**WHEREAS,** the Madera County Transportation Commission (MCTC) is empowered to authorize apportionment and allocation of said Fund, and

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

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

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

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

**NOW, THEREFORE, LET IT BE RESOLVED,** that the following sums have been allocated under the California Administrative Code by the Madera County Transportation Commission to be expended by the City of Chowchilla, the City of Madera, and the County of Madera for the purposes set forth below:

(A) City of Chowchilla

Pedestrian & Bicycle Projects		\$ 10,536
MCTC Planning Services	\$ 15,803	
Unallocated	\$ 500,440	

(B) City of Madera

Madera Metro, DAR, Intermodal, Transit Center		\$ 705,000
Pedestrian & Bicycle Projects		\$ 50,506
MCTC Planning Services	\$ 75,758	
Street & Road Projects	\$ 1,567,752	

C) County of Madera

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

The foregoing resolution was adopted this 20th day of July 2022 by the following vote:

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

---

Chair, Madera County Transportation Commission

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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 <b>ALLOCATION OF FY 2022-23          STATE TRANSIT ASSISTANCE FUND</b>	Resolution No.: <b>22-10</b>
--	------------------------------

**WHEREAS,** State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,524,187, an increase of \$135,970 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 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 two entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

**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	2022-23 STA
City of Chowchilla	
Unallocated	\$ 162,544
City of Madera	
Madera Metro, DAR, Intermodal, Transit Center	\$ 628,013
County of Madera	
MCC & DAR	\$ 733,630

The foregoing resolution was adopted this 20th day of July 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 9-A

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

---

**SUBJECT:**

Measure T Citizens' Oversight Committee Meeting

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The next Citizens' Oversight Committee meeting is scheduled for Wednesday, August 10, 2022, at 5:00 pm.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 9-B

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

---

**SUBJECT:**

Measure "T" Fund Compliance Audit Report for FY ending June 30, 2021: City of Chowchilla and County of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2021: City of Chowchilla and County of Madera

**SUMMARY:**

MCTA has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2021, for the City of Chowchilla and the County of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings.

**FISCAL IMPACT:**

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

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND**

**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT**

**FOR THE YEAR ENDED  
JUNE 30, 2021**



CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
JUNE 30, 2021

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The Place to Be

## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Measure "T" Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

#### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

#### ***Auditor's Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control, as it relates to the Measure "T" Fund. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure "T" Fund of the City of Chowchilla, California, as of June 30, 2021, and the respective changes in financial position, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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**Emphasis of Matter**

As discussed in Note 1, the financial statements of the Measure "T" Fund of the City of Chowchilla, are intended to present the financial position and changes in financial position of the Measure "T" Fund of the City of Chowchilla. They do not purport to, and do not present fairly the financial position of the City, as of June 30, 2021, and the changes in its financial position, for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

**Other Matters***Required Supplementary Information*

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 12-13 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

*Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's Measure "T" Fund's financial statements. The accompanying Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source (the Schedules) are presented for purposes of additional analysis, and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedules are fairly stated, in all material respects, in relation to the financial statements as a whole.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated June 28, 2022, on our consideration of the City's 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 City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure "T" Fund.

*Price Pange & Company*

Clovis, California  
June 28, 2022

FINANCIAL STATEMENTS

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
JUNE 30, 2021**

Item 9-9-B.

**ASSETS**

Current Assets:	
Cash and investments	\$ 1,419,066
Due from MCTA	<u>137,947</u>
 Total assets	 <u>\$ 1,557,013</u>

**LIABILITIES**

Current Liabilities:	
Accounts payable	\$ <u>1,171</u>
 Total liabilities	 <u>1,171</u>

**DEFERRED INFLOWS OF RESOURCES**

Unavailable revenues	<u>99,455</u>
 Total deferred inflows of resources	 <u>99,455</u>

**FUND BALANCE**

Restricted for highway and streets	<u>1,456,387</u>
 Total fund balance	 <u>1,456,387</u>
 Total liabilities, deferred inflows of resources and fund balance	  <u>\$ 1,557,013</u>

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2021**

<b>REVENUES</b>	
Measure "T" sales tax	\$ 745,178
Interest	<u>5,839</u>
Total revenues	<u>751,017</u>
<b>EXPENDITURES</b>	
Current:	
Highway and streets	<u>129,417</u>
Total expenditures	<u>129,417</u>
Excess of revenues over expenditures	<u>621,600</u>
<b>OTHER FINANCING SOURCES (USES)</b>	
Transfers out	<u>(239,781)</u>
Total other financing sources (uses)	<u>(239,781)</u>
Net change in fund balance	381,819
Fund balance - beginning	<u>1,074,568</u>
Fund balance - ending	<u>\$ 1,456,387</u>

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE “T” FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION**

**Description of Reporting Entity**

The accompanying financial statements present only the Measure “T” Transportation Sales Tax Fund as recorded in the Measure “T” Fund of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the Measure “T” Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Measure “T” Fund’s accounting policies are described below.

The Measure “T” Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are restricted, committed, or assigned to expenditures for specified purposes. Governmental funds are accounted for on a “current financial resources” measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the Measure “T” Fund are intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

**Use of Estimates**

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**Due from Madera County Transportation Authority (MCTA)**

Due from MCTA consists of the Measure “T” allocations due from Madera Commission Transportation Authority. As of June 30, 2021, the balance of \$137,947 is mostly related to the fourth quarter and excess disbursements of the fiscal year 2021 Measure “T” allocations.

**Unavailable Revenue**

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. The City received the third quarter, fourth quarter and excess allocations of fiscal year 2021 Measure “T” monies after the available period (60 days after year-end). As of June 30, 2021, the City’s total unavailable revenues were \$99,455.

**CITY OF CHOWCHILLA, CALIFORNIA**  
**MEASURE "T" FUND**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2021**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION** (Continued)

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.



**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021**

**NOTE 2 – CASH AND INVESTMENTS**

The Measure "T" Fund participates in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the funds as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the year ended June 30, 2021, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes of the City's financial statements.

**NOTE 3 – TRANSFERS**

Transfers for the year ended June 30, 2021 are summarized as follows:

	<u>Transfers Out</u>
Measure T Fund	\$ 239,781 <sup>(1)</sup>

<sup>(1)</sup> Measure T Fund transferred \$239,781 to Streets and Roads (LTF) for street maintenance and operational costs.

**NOTE 4 – COMMITMENTS AND CONTINGENCIES**

On March 11, 2020, the World Health Organization declared the outbreak of a coronavirus, COVID-19, a pandemic. Accordingly, some functions of the City's operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA**  
**MEASURE "T" FUND**  
**STATEMENT OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCE – BUDGET AND ACTUAL**  
**FOR THE YEAR ENDED JUNE 30, 2021**

	Original Budget	Final Budget	Actual	Variance with Final Budget
<b>REVENUES</b>				
Measure "T" sales tax	\$ 431,726	\$ 431,726	\$ 745,178	\$ 313,452
Interest	<u>25,109</u>	<u>25,109</u>	<u>5,839</u>	<u>(19,270)</u>
Total revenues	<u>456,835</u>	<u>456,835</u>	<u>751,017</u>	<u>294,182</u>
<b>EXPENDITURES</b>				
Current:				
Highway and streets	<u>530,000</u>	<u>530,000</u>	<u>129,417</u>	<u>400,583</u>
Total expenditures	<u>530,000</u>	<u>530,000</u>	<u>129,417</u>	<u>400,583</u>
Excess of revenues over (under) expenditures	<u>(73,165)</u>	<u>(73,165)</u>	<u>621,600</u>	<u>694,765</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	<u>(298,588)</u>	<u>(309,092)</u>	<u>(239,781)</u>	<u>69,311</u>
Total other financing sources (uses)	<u>(298,588)</u>	<u>(309,092)</u>	<u>(239,781)</u>	<u>69,311</u>
Net change in fund balance	<u>\$ (371,753)</u>	<u>\$ (382,257)</u>	381,819	<u>\$ 764,076</u>
Fund balance - beginning			<u>1,074,568</u>	
Fund balance - ending			<u>\$ 1,456,387</u>	

**CITY OF CHOWCHILLA, CALIFORNIA**  
**MEASURE "T" FUND**  
**NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION**  
**FOR THE YEAR ENDED JUNE 30, 2021**

**NOTE 1 – BUDGETARY INFORMATION**

The City of Chowchilla, California (the City) establishes annual budgets for the Measure "T" Fund. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the Finance Department, as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year in which the applicable purchase orders are to be made. Budgeted amounts are maintained as originally adopted until further amended as described above. The level of control (level at which expenditures may not exceed budget) is at the fund levels for the Measure "T" Fund.

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SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
BY FUNDING SOURCE  
JUNE 30, 2021**

Item 9-9-B.

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Fund Total
<b>ASSETS</b>					
Current assets:					
Cash and investments	\$ 595,570	\$ 539,473	\$ 143,425	\$ 140,598	\$ 1,419,066
Due from MCTA	67,291	59,889	5,384	5,383	137,947
Total assets	\$ 662,861	\$ 599,362	\$ 148,809	\$ 145,981	\$ 1,557,013
<b>LIABILITIES</b>					
Current liabilities:					
Accounts payable	\$ -	\$ 1,171	\$ -	\$ -	\$ 1,171
Total liabilities	-	1,171	-	-	1,171
<b>DEFERRED INFLOWS OF RESOURCES</b>					
Unavailable revenues	48,515	43,178	3,881	3,881	99,455
Total deferred inflows of resources	48,515	43,178	3,881	3,881	99,455
<b>FUND BALANCES</b>					
Restricted for highway and streets	614,346	555,013	144,928	142,100	1,456,387
Total fund balances	614,346	555,013	144,928	142,100	1,456,387
Total liabilities, deferred inflows of resources and fund balances	\$ 662,861	\$ 599,362	\$ 148,809	\$ 145,981	\$ 1,557,013

**CITY OF CHOWCHILLA, CALIFORNIA**  
**MEASURE "T" FUND**  
**SCHEDULE OF REVENUES AND EXPENDITURES**  
**BY FUNDING SOURCE**  
**FOR THE YEAR ENDED JUNE 30, 2021**

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Fund Total
<b>REVENUES</b>					
Measure "T" sales tax	\$ 303,799	\$ 392,772	\$ 24,303	\$ 24,304	\$ 745,178
Interest	<u>1,760</u>	<u>3,046</u>	<u>522</u>	<u>511</u>	<u>5,839</u>
Total revenues	<u>305,559</u>	<u>395,818</u>	<u>24,825</u>	<u>24,815</u>	<u>751,017</u>
<b>EXPENDITURES</b>					
Current:					
Highway and streets	<u>-</u>	<u>129,417</u>	<u>-</u>	<u>-</u>	<u>129,417</u>
Total expenditures	<u>-</u>	<u>129,417</u>	<u>-</u>	<u>-</u>	<u>129,417</u>
Excess of revenues over (under) expenditures	<u>305,559</u>	<u>266,401</u>	<u>24,825</u>	<u>24,815</u>	<u>621,600</u>
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers out	<u>-</u>	<u>(239,781)</u>	<u>-</u>	<u>-</u>	<u>(239,781)</u>
Total other financing sources (uses)	<u>-</u>	<u>(239,781)</u>	<u>-</u>	<u>-</u>	<u>(239,781)</u>
Net change in fund balances	305,559	26,620	24,825	24,815	381,819
Fund balances - beginning	<u>308,787</u>	<u>528,393</u>	<u>120,103</u>	<u>117,285</u>	<u>1,074,568</u>
Fund balances - ending	<u>\$ 614,346</u>	<u>\$ 555,013</u>	<u>\$ 144,928</u>	<u>\$ 142,100</u>	<u>\$ 1,456,387</u>



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COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN  
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE  
RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

To the Board of Commissioners  
 Madera County Transportation Commission  
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure "T" Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Measure "T" Fund's financial statements, and have issued our report thereon dated June 28, 2022, which included an explanatory paragraph describing that the financial statements only present the City's Measure "T" Fund.

#### Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as it relates to the Measure "T" Fund, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's Measure "T" 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 may exist that have not been identified.

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 Clovis, CA 93611  
 tel 559.299.9540  
 fax 559.299.2344

## Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's Measure "T" Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the Measure "T" Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
June 28, 2022

**COUNTY OF MADERA, CALIFORNIA  
MEASURE "T" FUND**

**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT**

**FOR THE YEAR ENDED  
JUNE 30, 2021**



COUNTY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
JUNE 30, 2021

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Authority  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Madera County Transportation Authority's pass-through Measure "T" Fund (Measure "T" Fund) of the County of Madera, California (the County), as of and for the year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

#### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

#### ***Auditor's Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to the financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the County's preparation and fair presentation of the financial statements 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 as it relates to the Measure "T" Fund. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure "T" Fund of the County as of June 30, 2021, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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**Emphasis of Matter**

As discussed in Note 1, the financial statements of the Measure "T" Fund of the County, are intended to present the financial position and the changes in financial position of only that portion of the Measure "T" Fund of the County that is attributable to the transactions related to Madera County Transportation Authority's pass-through Measure "T" Fund. They do not purport to, and do not present fairly the financial position of the County as of June 30, 2021, or the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

**Other Matters***Required Supplementary Information*

Management has omitted the management's discussion and analysis and budgetary comparison information that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

*Supplementary Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the County's Measure "T" Fund's financial statements. The Balance Sheet by Funding Source and the Statement of Revenues, Expenditures and Changes in Fund Balance by Funding Source (the Schedules) are presented for purposes of additional analysis and are not a required part of the financial statements.

The Schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules are fairly stated, in all material respects, in relation to the financial statements as a whole.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated July 13, 2022 on our consideration of the County's internal control over financial reporting as it relates to the Measure "T" Fund 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 County's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control over financial reporting and compliance as it relates to the Measure "T" Fund.

*Price Pange & Company*

Clovis, California  
July 13, 2022

FINANCIAL STATEMENTS

**COUNTY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
JUNE 30, 2021**

Item 9-9-B.

**ASSETS**

Cash	\$ 15,916,131
Due from other government	<u>895,258</u>
Total assets	<u>\$ 16,811,389</u>

**LIABILITIES**

Due to other funds	\$ <u>1,969,104</u>
Total liabilities	<u>1,969,104</u>

**DEFERRED INFLOWS OF RESOURCES**

Unavailable revenue	<u>645,320</u>
Total deferred inflows of resources	<u>645,320</u>

**FUND BALANCE**

Restricted	<u>14,196,965</u>
Total liabilities, deferred inflows of resources and fund balance	<u>\$ 16,811,389</u>

The accompanying notes are an integral part of this statement.

**COUNTY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2021**

**REVENUES**

Measure "T" sales tax	\$ 4,005,396
Interest	<u>59,669</u>
Total revenues	<u>4,065,065</u>

**EXPENDITURES**

## Current:

Highway and streets	<u>2,039,534</u>
Total expenditures	<u>2,039,534</u>

Net change in fund balance	2,025,531
Fund balance - beginning	<u>12,171,434</u>
Fund balance - ending	<u>\$ 14,196,965</u>

The accompanying notes are an integral part of this statement.

**COUNTY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION**

**Description of Reporting Entity**

The accompanying financial statements present only the Madera County Transportation Authority's pass-through Measure "T" Fund (Measure "T" Fund) of the County of Madera, California (the County) and are not intended to present fairly the financial position and changes in financial position of the County with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the Measure "T" Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The County's significant accounting policies are described below.

The Measure "T" Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Governmental funds are accounted for on a "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. The County considers certain revenues reported in the governmental fund to be available if the revenues are collected within sixty days after year-end. Expenditures are recorded in the period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

**Unavailable Revenue**

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The County records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations.

**COUNTY OF MADERA, CALIFORNIA**  
**MEASURE "T" FUND**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2021**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION** (Continued)

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the County is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by the Board of Supervisors, the County's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the Board of Supervisors removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the Board of Supervisors or its designee and may be changed at the discretion of the Board of Supervisors or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the County.

When both restricted and unrestricted resources are available for use, it is the County's policy to use restricted resources first, followed by the committed, assigned, and unassigned resources as they are needed.



**COUNTY OF MADERA, CALIFORNIA**  
**MEASURE “T” FUND**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2021**

**NOTE 2 – CASH AND INVESTMENTS**

The Measure “T” Fund participates in the County’s cash and investments pool that includes all other County funds, which the County Treasurer invests to enhance interest earnings. Income from the investment of pooled cash is allocated on a quarterly basis, based upon the actual daily balance of the fund as a percentage of the total pooled cash balance.

The County participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The County values all of its cash and investments at fair value on a portfolio basis. The County manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the County Council, and that follows the guidelines of the State of California Government Code.

Countywide information concerning cash and investments for the year ended June 30, 2021, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes of the County’s Financial Statements.

**NOTE 3 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES**

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. There are no items to report in this category.

In addition to liabilities, the statement of net position will sometimes report a section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to (a) future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows is comprised of unavailable revenues, which totaled \$645,320 as of June 30, 2021.

**NOTE 4 – CONTINGENCIES**

On March 11, 2020, the World Health Organization declared the outbreak of a coronavirus, COVID-19, a pandemic. Accordingly, some functions of the County’s operations were limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

**NOTE 5 – DEFICIT FUND BALANCE**

Environmental Enhancement Measure “T” funding type had a deficit fund balance of \$1,131 at June 30, 2021.

SUPPLEMENTARY INFORMATION

**COUNTY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
BY FUNDING SOURCE  
JUNE 30, 2021**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>ASSETS</b>					
Cash	\$ 9,173,054	\$ 5,598,537	\$ 113,340	\$ 1,031,200	\$ 15,916,131
Due from other government	<u>436,710</u>	<u>420,641</u>	<u>2,970</u>	<u>34,937</u>	<u>895,258</u>
Total assets	<u>\$ 9,609,764</u>	<u>\$ 6,019,178</u>	<u>\$ 116,310</u>	<u>\$ 1,066,137</u>	<u>\$ 16,811,389</u>
<b>LIABILITIES</b>					
Due to other funds	\$ 141,751	\$ 785,268	\$ -	\$ 1,042,085	\$ 1,969,104
Total liabilities	<u>141,751</u>	<u>785,268</u>	<u>-</u>	<u>1,042,085</u>	<u>1,969,104</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>					
Unavailable revenue	<u>314,789</u>	<u>303,206</u>	<u>2,142</u>	<u>25,183</u>	<u>645,320</u>
Total deferred inflows of resources	<u>314,789</u>	<u>303,206</u>	<u>2,142</u>	<u>25,183</u>	<u>645,320</u>
<b>FUND BALANCES</b>					
Restricted	<u>9,153,224</u>	<u>4,930,704</u>	<u>114,168</u>	<u>(1,131)</u>	<u>14,196,965</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 9,609,764</u>	<u>\$ 6,019,178</u>	<u>\$ 116,310</u>	<u>\$ 1,066,137</u>	<u>\$ 16,811,389</u>

**COUNTY OF MADERA, CALIFORNIA**  
**MEASURE "T" FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCES BY FUNDING SOURCE**  
**FOR THE YEAR ENDED JUNE 30, 2021**

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>REVENUES</b>					
Measure "T" sales tax	\$ 1,953,849	\$ 1,881,953	\$ 13,286	\$ 156,308	\$ 4,005,396
Interest	<u>35,450</u>	<u>19,613</u>	<u>466</u>	<u>4,140</u>	<u>59,669</u>
Total revenues	<u>1,989,299</u>	<u>1,901,566</u>	<u>13,752</u>	<u>160,448</u>	<u>4,065,065</u>
<b>EXPENDITURES</b>					
Current:					
Highway and streets	<u>204,553</u>	<u>792,896</u>	-	<u>1,042,085</u>	<u>2,039,534</u>
Total expenditures	<u>204,553</u>	<u>792,896</u>	-	<u>1,042,085</u>	<u>2,039,534</u>
Net change in fund balances	1,784,746	1,108,670	13,752	(881,637)	2,025,531
Fund balances - beginning	<u>7,368,478</u>	<u>3,822,034</u>	<u>100,416</u>	<u>880,506</u>	<u>12,171,434</u>
Fund balances - ending	<u>\$ 9,153,224</u>	<u>\$ 4,930,704</u>	<u>\$ 114,168</u>	<u>\$ (1,131)</u>	<u>\$ 14,196,965</u>

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COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN  
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE RULES  
AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

To the Board of Commissioners  
Madera County Transportation Authority  
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 Madera County Transportation Authority's pass-through Measure "T" Fund (Measure "T" Fund) of the County of Madera, California (the County), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Measure "T" Fund's financial statements, and have issued our report thereon dated July 13, 2022.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control), as it relates to the Measure "T" Fund, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control. Accordingly, we do not express an opinion on the effectiveness of the County's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the County's Measure "T" Fund 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 may exist that have not been identified.

570 N. Magnolia Avenue, Suite 100  
Clovis, CA 93611

tel 559.299.9540  
fax 559.299.2344



**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the County's Measure "T" Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the County were made in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control or on compliance as it relates to the Measure "T" Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
July 13, 2022



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 9-C

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

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 10

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 10

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 10, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

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

Resolution No.: **21-1  
Amendment No. 10**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 20<sup>th</sup> day of July, 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 10-A  
**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Public Hearing: 2022 Measure T Renewal Investment Plan and Implementing Guidelines

**Enclosure:** Yes

**Action:** Conduct Public Hearing

**SUMMARY:**

**Background:**

The history of transportation sales tax initiatives for the Madera County region dates back nearly three decades. Measure T is part of a continuum of sales tax measures aimed at funding transportation improvement projects and programs throughout the Madera County region. Between 1990 and 2005, the region benefited from Measure A revenues which provided a total of \$115 million in transportation funding. The \$115 million included \$50 million in leveraged State and federal funds. Measure A funding allowed for a variety of projects to be completed for Madera County and the cities of Madera and Chowchilla.

In 2006, voters approved the current Measure T Transportation Sales Tax Program, a retail transaction and use tax of one-half of one percent (1/2%) imposed in the incorporated and unincorporated territory of the County of Madera. Revenue projections estimate \$213 million in funding for transportation improvements through March 31, 2027, with proceeds principally reserved for regional projects, local transportation projects, public transportation, and environmental enhancement projects. The Measure T Transportation Sales Tax Program (Program) is administered by the Madera County Transportation Authority (MCTA) in accordance with plans and programs outlined in the Program's Strategic (2021) and Investment (2006) Plans. In responding to the core values of the Measure T voters, the current Program established a Citizen's Oversight Committee (COC) and maintained local control with MCTA and the Madera Transportation Commission (MCTC) managing the delivery of the program. The COC oversees an annual report to taxpayers and ongoing monitoring and review of spending and borrowing to ensure that Measure T funds are spent in accordance with the plan approved by voters. The Measure T Sales Tax Program:

<p>Focuses on Maintaining:</p> <ul style="list-style-type: none"> <li>✓ A strong economy</li> <li>✓ Existing streets and roads</li> <li>✓ Enhancing public safety</li> </ul>	<p>Recognizes the Importance of:</p> <ul style="list-style-type: none"> <li>✓ Leveraging other funding</li> <li>✓ Farming</li> <li>✓ Improving air quality</li> <li>✓ Improved access to schools and jobs</li> </ul>
--	--

MCTA administers the Measure T Program in compliance with Public Utilities Code 180000 – the Local Transportation Authority and Improvement Act and is represented by six (6) members including:

- ✓ Three (3) members of the Board of Supervisors, appointed by the Board Chair
- ✓ Two (2) members representing the City of Madera, city council members appointed by the mayor
- ✓ One (1) member representing the City of Chowchilla, city council member appointed by the mayor.

MCTA also works closely with the local agencies (County of Madera, City of Chowchilla, City of Madera) to move all programs forward simultaneously and strives to provide a balanced expenditure of funds throughout the County. MCTC is the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Madera County. As such, MCTC is responsible for the development and adoption of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Transportation Improvement Program (TIP) as required by State and federal law. MCTC assists MCTA with the preparation of the Measure T Strategic Plan and Annual Work Program to ensure that the programs and/or projects contained in the Plan and Program are consistent and supported by the RTP/SCS and TIP. MCTC provides staff services to MCTA to prepare all Measure T Program related documents. Together, MCTA and MCTC are responsible for the Madera County regional transportation system by planning, funding, programming, and monitoring critical transportation infrastructure projects and programs that connect communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go.

**Consultation and Engagement**

MCTA/MCTC formed a Measure T Renewal Investment Plan Steering Committee (Committee) to assist MCTA/MCTC staff with the development of the Measure T Renewal Investment Plan. A variety of organizations with direct links to the transportation system, and unique community and socioeconomic sectors were invited to provide insight, expertise, oversight, and leadership regarding the development of a regional transportation funding plan that addresses the transportation needs throughout the County. Including alternates, the Steering Committee had 46 members and met 13 times over the course of 9-months, working together to finalize goals and objectives, identify member priorities, identify Measure T Renewal duration alternatives, finalize Measure T Renewal Programs and Funding Allocations to identified Programs, and develop implementation guidelines.

MCTA also conducted extensive consultations with local governments and the public partnering with MCTC through development of the 2022 RTP/SCS planning process. As part of the Measure T Renewal Investment Plan process, educational materials were prepared and posted to the Measure T webpage hosted on the MCTC website. Materials included a fact sheet, frequently asked questions, talking points along with Steering Committee presentations and meeting recordings.

### **Voter Opinion Polling**

A statistically reliable evaluation of voters' interest in renewing the existing Measure T Transportation Sales Tax Program was conducted early in the renewal development process. This baseline voter opinion poll was designed to:

- ✓ Gauge current support for renewing the Measure T Program.
- ✓ Identify the types of projects and improvements that voters are most interested in funding.
- ✓ Expose voters to arguments in favor of and against to assess how information affects support for a potential extension of the Measure T Program.
- ✓ Estimate support for a proposed extension of the Measure T Program once voters are presented with types of information they would likely be exposed to during an election cycle.

The survey followed a mixed-method design that employed multiple recruiting methods (email, text, and phone) and multiple data collection methods (phone and online). The survey was administered in English and Spanish between July 30 and August 16, 2021, with the average interview lasting 18 minutes.

The results indicated that it is feasible to renew the Measure T Transportation Sales Tax Program in 2022. Analysis of the results show that Madera County voters consider improving the maintenance of local streets and roads and maintaining local infrastructure to be the *most* important issues facing the County – more important than improving the local economy, addressing homelessness, preventing local tax increases, and other benchmark issues. These sentiments translate into solid natural support (76%) for renewing the existing Program to keep local streets, highways, and infrastructure in good repair, fix potholes, reduce traffic congestion, improve highway safety and 911 vehicle access, and provide safe routes to schools.

A follow-up tracking poll was conducted April 8 through April 14, 2022, with similar recruiting and data collection methods as the 2021 polling. Key conclusions remained consistent with voters continuing to rank transportation improvements as being among the *most* important issues facing Madera County. Support for renewing the existing Program remained around 76% with top projects and services identified as paving and maintaining local streets and roads, fixing potholes, and completing projects that reduce traffic congestions and improve interchanges.



Baseline Voter Opinion and Tracking Survey summary reports and results were also posted to the Measure T Renewal webpage.

### **Proposed Extension**

Currently, transportation needs significantly exceed projected revenues. Over the next 30 years, Madera County's population will continue to grow, resulting in new demands on the transportation infrastructure and additional mobility needs. The renewal sales tax measure is needed to keep Madera County moving and to create livable and sustainable communities. The most pressing issue in the region is maintenance of the current infrastructure – filling potholes and reconstructing streets and roads that are beyond repair.

MCTA is proposing to extend the countywide one-half of one percent (1/2%) sales tax for transportation purposes until ended by voters. Over the past year, the Authority formed a Steering Committee to help it prepare the Measure T Renewal Investment Plan representing every transportation related sector within the County. Consultation, engagement, and surveying strategies allowed MCTA to develop a mix of projects and programs to be funded by the continued sales tax that residents and voters throughout the Madera region desire. By extending the Measure T Program, MCTA/MCTC could expand its leveraging and borrowing power and the ability to pay for projects over a longer period. This funding approach would allow MCTA/MCTC to accelerate the construction of transportation projects to deliver them sooner rather than later.

On June 17, 2022, the Authority released a Draft Measure T Renewal Investment Plan and a separate set of Draft Implementing Guidelines to guide the use of the proposed renewal sales tax revenues.

This Draft Measure T Renewal Investment Plan is transformative on every level. It helps the region maintain the existing transportation infrastructure, leverage State and federal funding for regional mobility improvements that provide for enhance connections and access between communities and cities, provide local funding to each of the local agencies to address their specific needs expressed by their citizens, provides funding to leverage additional public transit and active transportation funds, which is a priority of the State and federal governments, and provides funding to augment existing budgets that focus on clean air and new technologies.

While the Measure will be in place until ended by voters, the proposed sales tax measure is expected to generate \$866 million over the next 30-years to be allocated to the following programs and subprograms:

- ✓ 62.5% of the Measure Renewal funding will be allocated to the ***Community and Neighborhood Streets and Roads Program***, which includes three (3) Subprograms:
  1. The ***Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram*** – 35% of expected Measure funds are directed to “Fix-It-First”

activities and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities.

2. The ***Community and Neighborhood Streets and Roads Subprogram*** – 15% of the funds are directed to needs that each of the cities and Madera County can allocate to other street and road improvements (including Maintenance Districts).
  3. The ***Local Flexibility Subprogram*** – 12.5% of the funding is directed to transportation needs including local streets and roads, rehabilitating aged local systems and other local street and road improvements, safe routes to school improvements, pedestrian, bicycle, and trail improvements, enhanced public transit improvements, and/or other transportation improvements so that they can address their own individual transportation needs over the life of the Measure.
- ✓ 25% of the Measure will be directed toward the ***Major Routes, Access, and Safety Improvements Program***, which includes major corridors, interchange modifications, and other improvement projects along State Highways, and major arterials throughout the County. These projects will enhance connections within the urban area and access between the cities and rural communities.
  - ✓ 4% of the Measure funding will be allocated to ***Public Transit Program*** systems and services throughout the County, including Chowchilla Transit, Madera Transit, and Madera County Connection.
  - ✓ 4% of the Measure will be allocated to ***Safe Routes to School and Pedestrian and Bike Safety Program*** for improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements.
  - ✓ 3% of the funds are available to the local agencies for projects that enhance ***Clean Air and New Technology Program***, including clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.
  - ✓ 1.5% of the Measure will be allocated to ***Administration and Planning Program*** for administrative and planning activities of the Authority and MCTC.

These allocations will be revisited at least every 15 years considering a robust public engagement process to determine if the allocations still meet the regional transportation needs.

### **Public Hearing**

The purpose of the July 20, 2022, public hearing is to receive public comment prior to final approval of the 2022 Measure T Renewal Investment Plan and Implementing Guidelines. The Renewal Investment Plan and Implementing Guidelines can be found on the MCTC website [here](#).

Pursuant to Public Utilities Code Section 180206(b), a Transportation Expenditure Plan may not be finally adopted and placed before the voters until it has received the approval of the County Board of Supervisors and city councils, which in aggregate represent both a majority of the cities in Madera County and a majority of the population residing in the incorporated areas of Madera County.

The MCTC Policy Board at its June 22, 2022 meeting authorized staff to request the City of Chowchilla, City of Madera, and County of Madera to consider adopting by resolution, Support and Approval for the proposed final Measure T Renewal Investment Plan and Implementing Guidelines, as the continued countywide imposition of a one half of one percent sales tax to fund transportation improvements in Madera County until ended by voters, as proposed in the Draft Measure T Renewal Investment Plan and Implementing Guidelines. All jurisdictions acted and approved, as noted above, on the following dates: City of Madera – July 6<sup>th</sup>; City of Chowchilla – July 12<sup>th</sup>, and County of Madera – July 12<sup>th</sup>.

Adopting the Resolution of Support and Approval is not subject to the California Environmental Quality Act ("CEQA") because the Measure T Renewal Investment Plan is not a "project" within the meaning of CEQA. (See 14 C.C.R., §§ 15378, 15352.) Specifically, the Council's adoption of the Resolution of Support does not constitute the approval of a CEQA project for reasons that include, but are not limited to, the following: (1) the Investment Plan does not authorize the construction of any projects that may result in any direct or indirect physical change in the environment; (2) the Investment Plan is a mechanism for funding potential future transportation projects, the timing, approval, and construction of which may be modified or not implemented depending on a number of factors, including future site-specific CEQA environmental review; and (3) the Investment Plan is subject to further discretionary approvals insofar as it may not be adopted until and unless the pre-conditions set forth in the Public Utilities Code are satisfied. (See 14 C.C.R., §§ 15378, 15352; Public Utilities Code, § 180206(b).)

**FISCAL IMPACT:**

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

Measure T Investment Plan and Implementing Guidelines - Public Comments and Responses

Submission Date & Time	Comments	Responses
2022-07-07T16:54:03Z	Hello, I believe your on the right track and I'm happy with the improvements taken place now.. I would like to see more improvements on our neighborhood roads though.. Particularly out by avenue 17 area. Thanks and keep up the great work!	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on local street and road repair.
2022-07-03T04:45:00Z	How can you ask for residents to approve the continuation of this tax when we can see how little has been accomplished with the taxes that have been received from this source? Oakhurst has nothing but potholes, streets that are rough, and difficult to drive on because of lack of up keep. Safe routes to school, pedestrian and bike safety? Have you ever walked from Oakhurst Mobile home park to Roar 426? You take your life in your hands, because law enforcement does not recognize the lawfulness of the posted speed limit, and they deny the cars are traveling faster than 35 miles per hour. Ask those of us who live there how fast they are going!! The work that was done on Highway 41 last year was done so poorly, that the road needs to be repaved again. Will the company that did such a poor job be held responsible? Of course not!!!	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on and will provide funding for local highway, street and road repair, safe routes to school, and other transportation improvements.
2022-07-06T17:12:36Z	I would love to see better bike and pedestrian safe routes in the mountain areas. Right now between Harmony Lane and HWY 41 on HWY 49 is very unsafe for pedestrians and cyclists and lots of people bike/walk that road. The same is true for RD 426 from school road to the bass lake turn off.	Comment Acknowledged. Thank you for your comment. Measure T Renewal includes funding for bike and pedestrian facilities.
2022-06-30T22:44:49Z	No more taxes.	Comment Acknowledged. Thank you for your comment. Measure T is an existing sales tax measure with proceeds funding transportation improvements in Madera County since 1990. This Measure T Renewal will extend the 1/2 cent tax that is already in place.
2022-07-01T19:26:52Z	Every other year, spend all funds to maintain what exists. Focus more funds on rural area roads, rather than just on city roads, to avoid losing connectivity. On alternate years, use all funds to replace damaged roads and service structures. Spend more on public transportation both in cities and extended long range services.	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on and will provide funding for local highway, street and road repair, enhancing street and road corridors that provide access between rural and urban communities, public transit improvements, safe routes to school, and other transportation improvements throughout the County.
2022-07-01T02:15:21Z	The streets in our neighborhood are over 40 years old and have never been repaved. We get a shovel full of cold patch every so often to fill the large potholes. The paving on our street - Strawberry Rd was never completed and the county never held the contractor accountable. We have not benefited from measure T in 32 years so why would I want to renew it?	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on and will provide funding for local highway, street and road repair, safe routes to school, and other transportation improvements. This Measure Renewal is specifically targeting street and road maintenance efforts compared to the current Measure T or the original Measure A.
2022-07-01T19:33:59Z	I don't care how you fix or add transportation in Madera city, what it's totally upsetting is that OAKHURST doesn't have transportation and don't tell me that having ONE Bus solve the problem, we need more buses and routes From Oakhurst, in between Oakhurst and Outside Oakhurst to different places not only route Hwy 41 and part of Road 426 should be more, you guys have buses that goes everywhere in Madera city even some empty so we should have the same because we paid taxes to but should be that money Stay in Oakhurst where we need it not for you alone, fix our roads clean the weed that are in county side alone the roads, that's your job and no Oakhurst residents job, because they do it so it will be done , it doesn't mean it isn't your job anymore! Small roads that are county roads should be fix, clean of vegetation around, clean of garbage and maintain in Oakhurst! That's where supposed my taxes should go!	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on and will provide funding for local highway, street and road repair, enhancing street and road corridors that provide access between rural and urban communities, public transit improvements, safe routes to school, and other transportation improvements throughout the County.
2022-07-02T23:53:36Z	Highway 41 from Fresno County through Madera County needs to have some type of divider to help decrease the head on collisions, resulting in too many fatalities. I have been witness to numerous of these fatality as I Am a retired Deputy Sheriff/coroner for Madera County. Please stop this senseless death on our roads, it's only going to get worse with our population increasing.	Comment Acknowledged. Thank you for your comment. Measure T Renewal funding will improve regional facilities to enhance and to provide for improved connectivity between rural and urban communities.
2022-06-30T23:41:52Z	The bridge on Granada is so dangerous for walkers and bike riders. It's the closest bridge to the housing developments . Please DO Not even think of placing a path underneath the bridge. It's very scary as sometimes there are shady people lurking in those places. Also the bushes impede the view to cross from Stephanie Lane to East Cleveland avenue.	Comment Acknowledged. Thank you for your comment.
2022-06-30T22:37:06Z	Measures always come with new tax increases. NO NEW TAXES	Comment Acknowledged. Thank you for your comment. Measure T is an existing sales tax measure with proceeds funding transportation improvements in Madera County since 1990. This Measure T Renewal will just extend the 1/2 cent tax that is already in place.
2022-07-09T07:28:10Z	Plan is not bad, but reads reactive in nature. It's great to list things as "programs" or "subprograms", but to the average person it does not translate to what is actually being done. I hope the outreach team (if there is one) lets the public know of each project so to speak. Even if you guys set up a Twitter or Instagram account for accountability and project marketing, it will be helpful us regular folk know what is actually being accomplished. I appreciate the pedestrian/bike safety areas of the Plan, would be nice to know what that will entail. More detail with specifics for the Plan are needed, otherwise it all reads quite hypothetical. Thank you.	Comment Acknowledged. Thank you for your comment.
2022-07-05T21:12:41Z	Highway 49 into and out of Oakhurst needs a bike lane!	Comment Acknowledged. Thank you for your comment. Measure T Renewal includes funding for bike and pedestrian facilities.

Measure T Investment Plan and Implementing Guidelines - Public Comments and Responses

Submission Date & Time	Comments	Responses
2022-07-05T15:30:56Z	We need bus service from Goldside Hillview at the very least, but preferably from the Mariposa county line at hwy 49 into Oakhurst and then connecting bus service to other locations like Fresno, Bass Lake, Yosemite,. A bike lane on Highway 49 would be good. Just a dream but that would open up transportation for a lot of people.	Comment Acknowledged. Thank you for your comment. Measure T Renewal includes funding for public transit improvements, safe routes to school, bike and pedestrian projects, and other transportation improvements throughout the County.
2022-06-30T21:56:16Z	As a voting resident of Madera Ranchos I will be voting against any renewal. Ave 12 is a mess and the roads within the Ranchos are littered with potholes.	Comment Acknowledged. Thank you for your comment. Measure T Renewal includes funding for Avenue 12 improvements. Major highway improvements are very costly. Measure T Renewal funding will be used along with other funding to improve mobility and safety along Avenue 12 during Phase 1 of the program.
2022-07-05T15:11:09Z	Good Morning, This is an information request. Who are the members of the Oversight Committee Members, what are their backgrounds and when was their last and next meeting.  Thanks in advance for your help!  Blessings!  Jon Barsotti Madera	MCTC/MCTA staff will provide the information requested.
2022-07-05T15:09:57Z	Good Morning, This is an information request. Who are the members of the Oversight Committee Members, what are their backgrounds and when was their last and next meeting.  Thanks in advance for your help!  Blessings!  Jon Barsotti Madera	MCTC/MCTA staff will provide the information requested.
2022-07-01T20:12:17Z	It is indefensible that you are using dollars confiscated from the public to conduct this public relations campaign, especially the mailer that I received yesterday. I can only hope that the next time this shows up on a ballot it is turned down.	Comment Acknowledged. Thank you for your comment. Measure T Renewal information was distributed to educate the public about the Measure Renewal and provide them with the opportunity to comment on the Draft Plan and Guidelines.
2022-07-02T16:28:25Z	Bike paths for Oakhurst and Bass Lake! It's overly crowded with tourists and our roads are narrow and dangerous. Make Oakhurst and Bass Lake more family friendly with bike lanes/paths that are safe for kids and encourages families to get out!	Comment Acknowledged. Thank you for your comment. Measure T Renewal includes funding for bike and pedestrian facilities.
2022-07-01T01:30:25Z	Hello My name is Vanessa Mosrs. My son is 23 yrs old and is autistic. He is currently in a day training program that the public bus picks him up and return him back home Monday through Friday. With the extremely expensive gas currently, taking public transportation is a blessing. Please keep Measure T funding. Thank you and God bless you all.	Comment Acknowledged. Thank you for your comment. Measure T Renewal includes funding for continued public transit services and improvements, safe routes to school, bike and pedestrian projects, and other transportation improvements throughout the County.
2022-07-06T04:01:09Z	As a new resident with children, I'd like to see the county move forward in improving roads and access for growing families.	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on and will provide funding for local highway, street and road repair, safe routes to school, and other transportation improvements.
2022-07-04T18:49:38Z	What is being done/planned for Eastern Madera County? The roads in Oakhurst need work, especially Hwy 41. Are roads that have signs "Rough Road Ahead" going to be addressed soon.	Comment Acknowledged. Thank you for your comment. Measure T Renewal is focused on and will provide funding for local highway, street and road repair, enhancing street and road corridors that provide access between rural and urban communities, public transit improvements, safe routes to school, and other transportation improvements throughout the County.



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 10-B

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

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**SUBJECT:**

Request call for special election, to be consolidated with the general election, by the Board of Supervisors; approve Measure T Renewal Investment Plan and Implementing Guidelines; and request extension of the Authority's term – Resolution 2022-03

**Enclosure:** Yes

**Action:** Approve Resolution 2022-03, requesting a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with statewide general election to be held on November 8, 2022, approving the 2022 Measure T Renewal Investment Plan and Implementing Guidelines, and requesting the extension of the Authority's term and certain related matters

**SUMMARY:**

Included in your package is Resolution 2022-03. As part of this resolution, the following actions will be taken:

1. Requests the Madera County Board of Supervisors to call for a special election on a retail transaction and use tax ordinance.
2. Requests the Madera County Board of Supervisors to consolidate the special election request with the statewide general election to be held on November 8, 2022.
3. Approves the 2022 Measure T Renewal Investment Plan and Implementing Guidelines
4. Requests the extension of the Madera County 2006 Transportation Authority
5. Approves ballot question

**FISCAL IMPACT:**

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

Resolution No.: 2022-03

RESOLUTION REQUESTING A CALL FOR A SPECIAL ELECTION BY THE BOARD OF SUPERVISORS ON A RETAIL TRANSACTIONS AND USE TAX ORDINANCE, CONSOLIDATION OF THE ELECTION WITH THE STATEWIDE GENERAL ELECTION TO BE HELD ON NOVEMBER 8, 2022, APPROVING THE INVESTMENT PLAN AND IMPLEMENTATION GUIDELINES, AND REQUESTING THE EXTENSION OF THE AUTHORITY’S TERM AND CERTAIN RELATED MATTERS

BEFORE  
THE MADERA COUNTY 2006  
TRANSPORTATION AUTHORITY

In the Matter of )  
SPECIAL ELECTION ON RETAIL )  
TRANSACTIONS AND USE TAX )  
ORDINANCE-Measure T Renewal )  
 )  
 )  
\_\_\_\_\_ )

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

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

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

**WHEREAS**, Measure T provides approximately \$12 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**, keeping roads and highways in good condition and enhancing mobility helps protect public safety by allowing police, firefighters, and ambulances to respond quickly to emergencies and ensuring first responders are not stuck in traffic or slowed-down by failing infrastructure; and

**WHEREAS**, public transit is a lifeline for senior citizens and people with disabilities that depend on affordable buses, paratransit and dial-a-ride services to get to doctor's appointments, the grocery store, and to remain independent when they cannot drive; and

**WHEREAS**, Madera County's transportation system is the backbone of our regional economy, allowing local farmers and businesses to move produce and products to market, creating good jobs for local residents; and

**WHEREAS**, since it was approved by voters, Measure T has required a clear system of accountability, including a Citizen's Oversight Committee and annual independent audits to ensure that the money from the measure has been spent appropriately and in accordance with the voter-approved expenditure plan; and

**WHEREAS**, in the past 30 years, Madera County's population has nearly doubled, and experts forecast that it will continue to grow at a fast rate requiring continued investment in the maintenance of local streets and roads, interchanges, major streets, enhanced transit, active transportation, and clean air and new technology to keep up with this growth. These investments will provide enhanced mobility, and protect local quality of life; and

**WHEREAS**, Measure T was approved with a 20-year expiration date and this funding will soon expire unless renewed by voters; and

**WHEREAS**, if Measure T funding expires, the City of Chowchilla, City of Madera, and Madera County will lose a major source of funding for fixing potholes, paving and maintaining streets and roads, reducing enhancing mobility, improving highway interchanges, retrofitting older bridges and overpasses, improving highway safety, providing students with safe routes to schools, keeping public transit affordable and improving bicycle and pedestrian safety; and

**WHEREAS**, if Measure T funding expires, Madera County will not have the local matching funds needed to compete for an estimated \$600 million in State and Federal transportation funding and those funds would go to other communities like Los Angeles and San Francisco; and



**WHEREAS** California Public Utilities Code Section 180201 provides that a transaction and use tax may be imposed and/or extended if the tax ordinance is approved by a two-thirds vote of the Authority members and by a two-third majority vote of the electors at a special election; and

**WHEREAS**, the Authority desires to submit to the voters at the General Election on November 8, 2022, a ballot measure to consider adopting a proposed ordinance to renew Measure T (“Measure T Renewal”); and

**WHEREAS**, renewing Measure T without increasing the tax rate will continue locally controlled funding for transportation repairs and improvements; and

**WHEREAS**, renewing Measure T until ended by a vote of the electorate will ensure such funding for as long as voters desire to complete all the projects contemplated by the measure renewal; and

**WHEREAS**, essential purchases like food and groceries are exempt from the Measure T ½ cent sales tax, helping to ensure the cost is not a burden to those on fixed or limited incomes; and

**WHEREAS**, the Measure T ½ cent sales tax is paid by both residents and visitors shopping in Madera County, including visitors traveling to and from Yosemite, to ensure all users of local roads and transportation infrastructure contribute; and

**WHEREAS**, a measure to renew Measure T funding will continue to require strict fiscal accountability protections, including a Citizen's Oversight Committee, annual independent audits, and public disclosure of all spending; and

**WHEREAS**, if Measure T is renewed, by law, all of the money must stay in Madera County for local transportation improvements only and cannot be taken away by the State or used for other purposes; and

**WHEREAS**, pursuant to Public Utilities Code Section 180206, the Authority has prepared a county transportation expenditure plan, known as the Measure T Renewal Investment Plan (“Investment Plan”), to be used in connection with a renewal of Measure T beyond 2027; and

**WHEREAS**, the Investment Plan was prepared with the assistance of a steering committee comprising of stakeholders, community leaders, and representatives of the cities in the County and the County; and

**WHEREAS**, community surveys, mailers, public opinion polling, and public meetings were held to gain input from the community; and

**WHEREAS**, pursuant to Public Utilities Code Section 180006, the Investment Plan was approved by the City of Madera on July 6, 2022, the City Chowchilla on July 12, 2022, and the County of Madera on July 12, 2022; and

**WHEREAS**, the Investment Plan is attached hereto as Exhibit A and by this reference incorporated herein; and

**WHEREAS**, the Authority’s Implementation Guidelines are attached as Exhibit B hereto and by this reference incorporated herein; and

**WHEREAS**, in connection with the requests herein, the Authority also requests the County approve an extension of the term of the Authority to continue funding transportation projects until all projects desired by the voters are complete.

**NOW, THEREFORE, BE IT RESOLVED**, by the Madera County 2006 Transportation Authority:

1. That the Investment Plan and the Implementing Guidelines are hereby adopted and approved by the Authority.

2. That the Authority hereby calls and hereby requests the Madera County Board of Supervisors to call and order a special election to be held and consolidated with the statewide general election on Tuesday, November 8, 2022, for the purpose of submitting to the voters of the County of Madera the ordinance attached hereto as Exhibit “C” and by this reference incorporated herein (the “Ordinance”). Per Elections Code Section 13247, the abbreviated form of the Ordinance is the question to appear on the ballot which is specified in Section 3 of this Resolution.

3. That the Authority hereby requests that the following question be submitted to the voters at the aforementioned election:

To keep local streets, highways, and infrastructure in good repair; fix potholes, pave/ maintain local streets; improve highway safety and 9-1-1 emergency vehicle access; retrofit older bridges/ overpasses; complete other transportation projects; and qualify for \$600,000,000 in State/ Federal matching funds, shall an ordinance be adopted continuing Madera County’s voter- approved ½ ¢ sales tax without increasing the tax rate, renewing \$20,000,000 annually until ended by voters, with citizen oversight/ independent audits and all money staying local?	YES
	NO

4. That the text of the proposed Ordinance that is to be submitted to the voters is attached as Exhibit “C” to this, and the Authority approves its submission to the voters at the November 8, 2022 election.

5. That to become law, the Ordinance shall require a two-thirds majority vote of the electorate.

6. That the ballots to be used at the election shall be in form and content as

required by law, and that the election shall be held and conducted in the manner prescribed by law for the conduct of special elections by a county pursuant to California Public Utilities Code Section 180203(b).

7. The consolidated election shall be held and conducted in accordance with the provisions of law regulating county and statewide elections, including, but not limited to, Elections Code Section 10418.

8. That pursuant to Sections 10402 and 10403 of the Elections Code, the Madera County Board of Supervisors is hereby requested to consent and agree to the consolidation of the submission of the Special Election on the Ordinance at the General Election with the Statewide General Election conducted by Madera County to be held on Tuesday, November 8, 2022.

9. That the Authority requests the County's election official, pursuant to California Public Utilities Code Section 180203(c), to print in the sample ballot, immediately below the full proposition, and in the voter information guide, in no less than 10-point bold type, text substantially as follows: "The adopted county transportation expenditure plan may be viewed electronically at [insert applicable Internet Web site address]. If you desire a printed copy of the adopted county transportation expenditure plan, please call the county elections office at (559) 675-7720 and one will be mailed to you at no cost" and further requests that the county elections official provide a printed copy of the entire adopted county transportation expenditure plan by mail to each person requesting a copy."

10. That the Authority recognizes that additional costs will be incurred by Madera County by reason of this election and consolidation and agrees to reimburse Madera County for any costs. The Executive Director of the Authority is authorized and directed to pay for the expenses incurred after receiving a statement from the County of Madera.

11. That the County is requested to extend the term of the Authority to at least two years following the completion of all projects contemplated by Measure T, the renewal described herein and subsequent renewals or increases of the transaction and use tax.

12. The Secretary and the Authority's counsel are authorized to make any typographical, clerical, non-substantive corrections to this resolution as may be deemed necessary by the Madera County Registrar of Voters or election official.

13. That the Secretary shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

14. This Resolution shall be effective immediately upon passage and adoption.

The foregoing Resolution was adopted this 20<sup>th</sup> day of July, 2022, by the following vote:

Commissioner Wheeler \_\_\_\_\_  
Commissioner Palmer \_\_\_\_\_  
Commissioner Gallegos \_\_\_\_\_  
Commissioner Rodriguez \_\_\_\_\_  
Commissioner Frazier \_\_\_\_\_  
Commissioner Poythress \_\_\_\_\_

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Chairman, Madera County 2006 Transportation Authority

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Executive Director, Madera County 2006 Transportation Authority

# EXHIBIT A

## Investment Plan



# 2022 MEASURE T RENEWAL INVESTMENT PLAN

DRAFT 1

JUNE 17, 2022



**Madera County Transportation Authority (MCTC)**  
2001 Howard Road, Ste. 201  
Madera, CA 93637

**VRPA Technologies, Inc.**  
In Association with:  
Moy & Associates, TBWBH Props & Measures,  
and True North Research, Inc.

Approved by Local Agencies:

Approved by MCTC sitting as the MCTA:

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## INTRODUCTION

The Madera County Measure T Renewal Investment Plan was prepared to:

Guide the Investment of approximately \$866 million in transportation funds that will be generated over the first 30 years of the Renewal Program through continuation of Madera County's half-cent transportation sales tax until ended by voters, if approved by voters in the November 2022 election.

Madera County's previous Measure A Program, voter-approved in 1990, expired in September 2005. The voters approved the current Measure T in November 2006. This Measure Renewal will not increase taxes, nor does it impose a new tax; it simply extends the current voter-approved Measure T ½ percent or ½ cent sales tax and places the decision to end it solely in the hands of voters. This Measure T Renewal will provide a continued and stable source of locally-controlled funds to address current and future transportation system needs and community priorities within the cities of Chowchilla and Madera and throughout the remainder of the County.

This Renewal Investment Plan was developed with the assistance of the Measure T Renewal Steering Committee, representing diverse community interests, to address regional and local transportation needs in Madera County. The Steering Committee thoroughly considered needs identified by voters and community residents during the development of the Plan. To ensure the Plan addressed the transportation needs of all County residents, the Steering Committee:

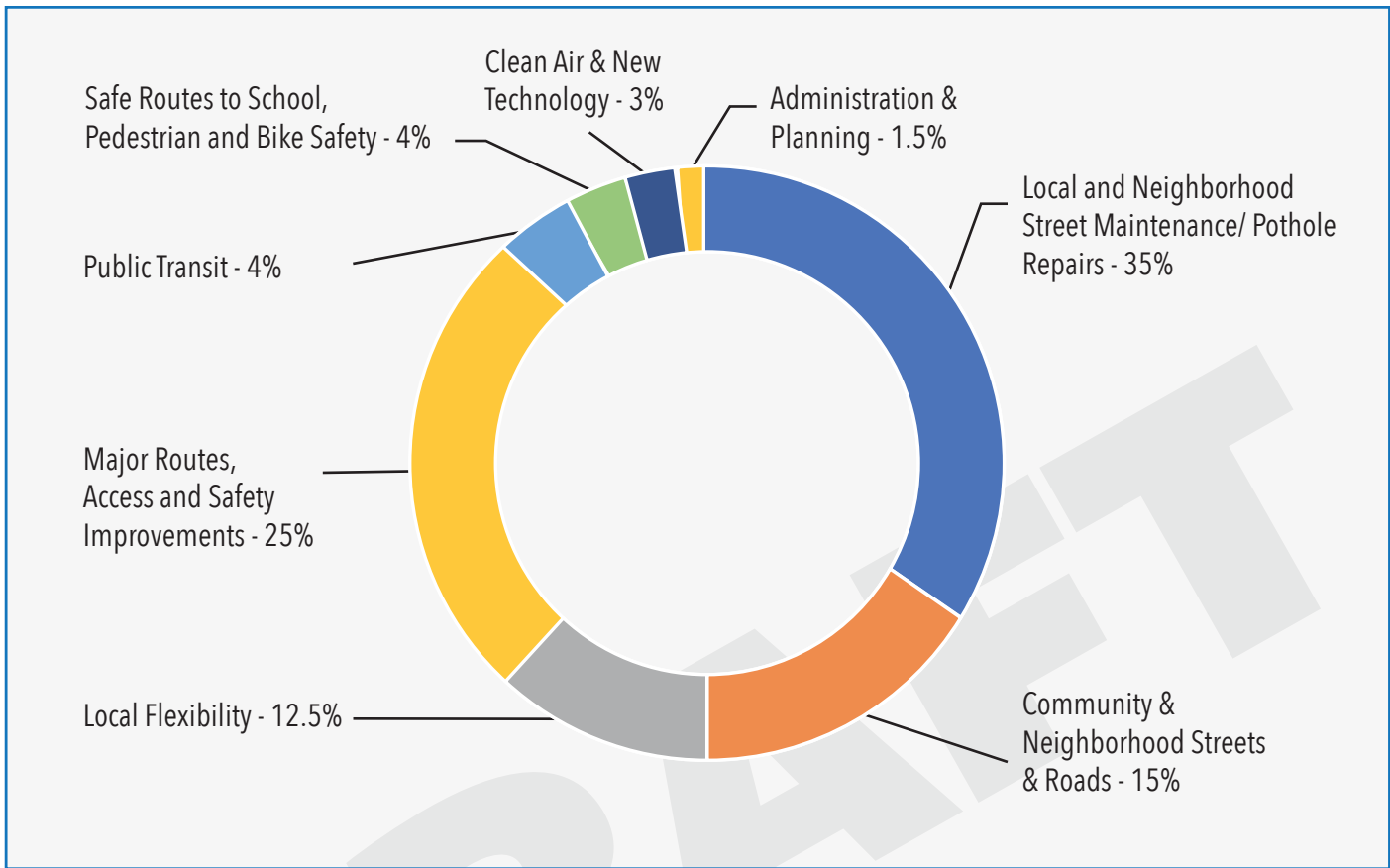
- Members were asked to represent other agencies and/or their constituents associated with their sector. They had a responsibility to keep constituents informed of Steering Committee discussions and recommendations.
- Adhered to requirements contained in the Public Utilities Code (PUC) 180000.
- Reviewed Measure programs recently passed in other counties (best practices review).
- Listened to presentations by transportation advocates and agencies.
- Considered recommendations of transportation professionals.
- Reviewed and considered the entire County's transportation needs by category.
- Heard innovative ideas related to new technologies in transportation.
- Developed Investment Plan goals, objectives and priorities.
- Considered public input and public opinion polling results.

## OVERVIEW – THE INVESTMENT PLAN

Figure 1 provides an overview of the proposed Measure Renewal Investment Plan funding expenditures approved by the Steering Committee. This Measure will continue "until ended by voters," meaning that Measure T Renewal ½ percent sales tax proceeds will be collected until voters in Madera County desire to end it by initiative. While the Measure will continue until ended by voters, it is essential to provide at least an estimate of funding for a shorter period or, in this case, a 30-year funding period, which is expected to generate approximately \$866 million. A majority of this amount (\$636.5 million or 74% of the Measure) is allocated to the local jurisdictions, including Madera County and the cities of Madera and Chowchilla, based on population size. It will be allocated to the agencies in separate interest-bearing accounts. The allocation between the three local agencies will be revised in May of every year based on Population and Housing estimates released by the State of California Department of Finance. Referencing Figure 1, the allocations consider a "multi-modal" transportation program, as described below.



**FIGURE 1**  
**PROPOSED MEASURE T RENEWAL**  
**ALLOCATION OF SALES TAX FUNDING TO VARIOUS TRANSPORTATION PROGRAMS**



**Proposed Measure T Renewal Funding Allocations**

- **62.5%** of the Measure Renewal funding will be allocated to the **Community and Neighborhood Streets and Roads Program**, which includes three (3) subprograms:
  1. **The Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram - 35%** of expected Measure funds are directed to “Fix-It-First” street and road projects and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities including within Maintenance Districts.
  2. **The Community & Neighborhood Streets & Roads Subprogram - 15%** of the funds are directed to needs that each of the cities and Madera County can allocate to other local, collector, and arterial street and road improvements throughout the region, including within Maintenance Districts. Improvements include eliminating bottlenecks in existing streets caused by inconsistent growth patterns, additional lanes, bridge improvements, and operational improvements including those located within Maintenance Districts.
  3. **The Local Flexibility Subprogram - 12.5%** of the funding is directed to transportation needs throughout the region including Maintenance Districts. Needs include rehabilitating aged local roads, collectors, and arterials and other local street and road, safe routes to school, pedestrian, bicycle, and trail, enhanced public transit, and/or other transportation improvements to address each city’s and the County’s own individual transportation needs over the life of the Measure.

- **25%** of the Measure will be directed toward the **Major Routes, Access & Safety Improvements Program** including major corridors, interchange modifications, bridge improvements, and other improvement projects along State Highways and major arterials throughout the County. These projects will enhance connections and access within the cities and between the cities and rural communities.
- **4%** of the Measure funding will be allocated to **Public Transit Program** systems and services throughout the County, including transit services operated by the cities of Madera and Chowchilla and Madera County.
- **4%** of the Measure will be allocated to **Safe Routes to School & Pedestrian & Bike Safety Program** improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements. Improvements can be made throughout the region through the Maintenance Districts.
- **3%** of the funds are available for projects that enhance **Clean Air & New Technology Program**, including clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.
- **1.5%** of the Measure will be allocated to the **Administration & Planning Program** for Measure T Renewal administration and planning activities of the Madera County Transportation Authority (MCTA or Authority) and the Madera County Transportation Commission (MCTC).

Additional details regarding the implementation of each of the Programs and Subprograms are provided later in this document and in the Implementing Guidelines, which can be found at:

[www.maderactc.org/measuret/page/measure-t-renewal](http://www.maderactc.org/measuret/page/measure-t-renewal)

## PUBLIC ENGAGEMENT

### Steering Committee

Interviews of potential Steering Committee members began in August 2021 along with the first poll of voters regarding the Measure Renewal. The all-volunteer Measure T Renewal Steering Committee first met on September 21, 2021 and concluded its work on May 19, 2022. A broad and diverse set of organizations representing different populations throughout Madera County were invited to participate in stakeholder interviews to gauge awareness of Measure T, priorities for a renewal measure, and interest in participating in the Steering Committee process. The full roster of Steering Committee members can be found at:

[www.maderactc.org/measuret/page/measure-t-renewal](http://www.maderactc.org/measuret/page/measure-t-renewal)

### Community Engagement Process

The Authority utilized many different strategies to inform the community about the Measure T Renewal and seek community input. Below is a summary of outreach efforts.

- **Voter Opinion Surveys:** In order to gauge general voter opinions related to a Measure T Renewal process, a statistically-representative survey of likely voters throughout the County was conducted in August 2021. Respondents to this survey were contacted by landline telephone, mobile telephone, as well as by email and text message invitations to an online survey. A total of 563 voters responded to this initial poll. A follow up survey of voters was conducted in April 2022 and the results were publicly shared with the Steering Committee. A total of 572 voters responded to the follow up poll.
- **Community-wide Survey:** All residents were invited to learn about Measure T and offer feedback via a community-wide survey at [www.keepmaderamoving.org](http://www.keepmaderamoving.org). Information and the survey on this site was offered in English and Spanish. On the site, residents were able to learn more about Measure T, including what prior voter-approved funding had been used for and how to get more information on the previous measures.

- **Countywide Mailer:** A countywide informational mailing was sent to all residents. The Mailer also included information on how Measure T funds have been spent to date, the process for considering a renewal of Measure T, and invited recipients to provide feedback via the tear-off survey or by visiting the online survey at [www.keepmaderamoving.org](http://www.keepmaderamoving.org), a total of 454 people took the survey. The results were reported to MCTA/MCTC and the Steering Committee.
- **RTP/SCS Public Engagement Program:** As part of MCTC's 2022 update of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a broad and diverse set of constituencies and community organizations has been engaged to capture their transportation priorities over a long-range planning horizon. The RTP/SCS is intended to guide transportation and land-use decisions to improve our quality of life, air quality, and mobility and make communities more cohesive. The RTP/SCS integrates all modes of transportation, land-use, housing, environmental issues, reduction of vehicle miles traveled, and other related issues.

The RTP/SCS is updated every four years and has a robust outreach and stakeholder involvement process, including numerous committee meetings, public workshops and hearings, public surveys and polling, and other engagement opportunities. The RTP/SCS is one of the critical building blocks that has helped guide development of the 2022 Measure T Renewal effort and identify needs and funding requirements.

Renewed Measure T funding and related State and federal matching funds would provide a portion of the resources needed to implement the community transportation priorities identified through the RTP/SCS process. Community engagement for the RTP/SCS has been conducted via in-person meetings, virtual meetings, and an online public engagement tool available at: [www.YourMadera2046.com](http://www.YourMadera2046.com)

- **Presentations:** When the proposed Measure T Renewal Investment Plan is finalized, Authority staff and consultants will provide informational presentations and opportunities for feedback with a broad and diverse group of organizations and individuals throughout Madera County.
- **Other Engagement Activities:** The Authority will continue sending informational mailings and other communications to the public as the Board Supervisors makes decisions to place the Measure renewal on the ballot, to ensure voters can cast an informed vote.

### Future Outreach Methods

To keep an open dialogue and to continue receiving feedback from residents, the Authority will continue to do community engagement related to Measure T funding allocations and projects. As the world is ever-changing, the Authority will continue to rely on many types of traditional communication methods such as public engagement and outreach meetings, mail, social media, and email communications, as well as look for creative means of communication going forward.

Two-thirds (67%) of voter approval is required to pass the Measure T Renewal in November 2022. A survey of the voters and community residents was initiated in August 2021 to determine support for a renewal Measure and to ensure that the Steering Committee members were on target with this Renewal Investment Plan. Voters were surveyed again in April 2022 to confirm support for proposed investments.

The latest voter poll results indicate that the Measure has a broad base of support (at least 76% of the likely voters) because the transportation programs contained in the Measure reflect voter desires identified through voter polls, such as:

- Maintaining the existing street and road system throughout Madera County.
- Local control of Measure funds.
- Leveraging matching funds from State and federal sources.
- Maintaining a vibrant economy.
- Cleaning our air.
- Continuing the Measure T Citizens' Oversight Committee.

## GOALS & GUIDING PRINCIPLES

Considering the public engagement activities conducted over the past 18 months noted above, the Steering Committee developed the following set of goals and objectives to help guide development of this Renewal Investment Plan:

**Goal:** Equitable access to effective transportation options for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.

**Objectives:**

- Identify innovative solutions that address the transportation needs of disadvantaged communities, vulnerable groups, seniors, and persons with physical disabilities.
- Avoid disproportionately high adverse environmental impacts upon low-income communities, the elderly, persons with disabilities or minority populations consistent with Title VI regulations.

**Goal:** Multimodal transportation systems that are fully accessible, encourage quality and sustainable growth and development, support the region's environmental resource management strategies, reduce traffic congestion, improve air quality, and are responsive to the needs of current and future travelers.

**Objectives:**

- Support transportation improvements that provide healthy and safe routes for children to schools and between activity centers.
- Encourage transportation systems that enhance walking or bicycling resulting in significant potential health benefits.
- Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including reduction of greenhouse gas and air quality emissions, and other environmental resources.

**Goal:** Transportation systems that stimulate, support, sustain, and enhance the movement of people and goods to foster economic competitiveness.

**Objectives:**

- Provide transportation mobility options necessary to conduct essential daily activities and support equitable access to the region's assets.
- Invest in modern regional aviation, public transit, and passenger rail systems.
- Embrace promising and fiscally responsible transportation, and new technologies that serve to interconnect systems and that make travel more efficient.

**Goal:** Transportation system coordination and intermodal connectivity to keep people and goods moving.

**Objectives:**

- Improve and maintain an integrated transportation network that reduces congestion and minimizes safety issues.
- Strive to create a fully "seamless" intermodal transportation system by addressing critical linkages between modes.
- Reduce the cost of doing business by providing for the efficient movement of goods, people, and information.

**Goal:** Efficient, safe, and secure transportation systems in the Madera region.

**Objectives:**

- Maintain, repair, and rehabilitate the existing and future regional transportation system.
- Support investment in multimodal safety measures to reduce traffic fatalities and incidents in the region.

**Goal:** Adequate funding to maintain and improve the transportation network.

**Objectives:**

- Shift investment strategies towards a variety of modes.
- Undertake transportation investments that enhance the future economic viability and performance of the transportation system.
- Combine elements of priority projects to maximize funding and provide for a well-connected and seamless transportation system.

- Utilize Measure funding to leverage other local, State, and federal funds.

**Goal:** Reliable transportation choices through the public participation process.

**Objectives:**

- Conduct effective outreach to ensure fiscally sound transportation investments that result in improved system mobility and safety.
- Ensure that planning for projects, which benefit disadvantaged communities and vulnerable groups is transparent and actively engages affected communities.
- Identify transportation needs in disadvantaged communities through meaningful engagement in decision-making about project design and project implementation.
- Provide a high level of transparency, performance review, and accountability.

**Goal:** Vibrant communities that are supported by sustainable transportation systems.

**Objectives:**

- Support a healthy environment and healthy air quality for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- Support access to areas of opportunity (jobs, education, etc.), healthy food, clinics and hospitals, and parks, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- Coordinate with Caltrans and local agencies to mitigate the potential environmental impacts of projects.

The guiding principles listed below are based on input received from the Steering Committee, as well as input received from stakeholder interviews, other related public engagement processes to date, and the voter opinion polls. These guiding principles support:

- Repair and Maintenance of Streets and Roads in Existing Neighborhoods.
- An Improved System of Active Transportation Projects (Bicycle, Pedestrian, Trails).
- Local Transportation Needs.
- Transportation Projects that Improve Community Health and Air Quality and Reduce Greenhouse Gas Emissions.
- An Improved Public Transit System Including New/Innovative Public Transit Services/Systems.
- Enhanced Social Service Transportation Programs.
- Improved Regional Transportation Systems.
- New Technologies/Innovative Transportation Projects/Programs.

Meeting the needs of Madera County residents requires leveraging State and federal investments with local resources. Even with the Measure T Renewal, there will not be enough funding to address the \$4.5 billion in transportation needs. The Measure T Renewal should generate more than \$866 million over the next 30-years, far short of the overall need; therefore, leveraging additional State and federal funding beyond what the region expects, is critical. That is why it is so important to have a Measure Renewal that will continue until ended by voters; the opportunity will be there to address the needs over time.

## SUCCESS OF THE CURRENT MEASURE PROGRAM

Many changes to the existing transportation system have occurred since voters first approved Measure A in 1990 and Measure T in 2006. The current Measure T Program has provided funding to various transportation modes, including bike, pedestrian, trails, public transit improvements, and other transportation projects, programs and services. In addition, new and improved regional and local streets and highways have either been constructed or are currently programmed and will be constructed by Caltrans and/or the local agencies to improve safety and mobility. These improvements are reflected in Table 1.

The Measure A and the current Measure T Programs are widely viewed as two of the most important programs ever approved by voters in Madera County because they provided and continue to provide the opportunity to compete successfully for additional State and federal transportation funding. MCTA and MCTC worked diligently to leverage additional dollars from Sacramento and Washington D.C. for every Measure A, or Measure T dollar generated locally under the Measure A and Measure T Programs. Responsibilities of MCTA and MCTC are provided in the Implementing Guidelines. Approving the Measure T Renewal will continue to provide local funds under local control, and to leverage and direct additional State and federal funding to Madera County.

**TABLE 1**  
**MEASURE T REGIONAL TRANSPORTATION PROGRAM PROJECTS**

**Phase I Projects (2006 - 2016)**

LOCATION	PROJECT DESCRIPTION
Gateway at SR 99	Reconstruction/widen interchange
SR 145 at SR 99	Reconstruction/widen interchange
Elis Ave 16 - Granada to Road 26 & New SR 99	Reconstruction/ & Construct overcrossing
Ave 12 at SR 99	Reconstruction/widen interchange
4th Street - Pine St to Lake	Reconstruct/widen from 2 to 4 lanes w/ RR Xing
4th Street at SR 99	Reconstruction/widen interchange
SR 41 - between SR 145 and Road 200	Construct passing lanes
SR 99 - Ave 12 to Ave 17	Widen from 4 to 6 lanes

**Phase II Projects (2017 - 2027)**

LOCATION	PROJECT DESCRIPTION
Oakhurst Mic - Town Connector	New Road
SR 41	Realignment EIR *1

\*1 Funded with other than Measure T Funds. The EIR has been completed and certified. Final ED was approved March 26, 2020 and PA&ED was achieved on April 6, 2020

**Phase II Projects (2017 - 2027) Programmed or Planned**

LOCATION	PROJECT DESCRIPTION
SR 233 at SR 99	Interchange Operational Improvements
Road 200 - Phase III	Fine Gold Creek Bridge
Cleveland - Schnoor to SR 99	Widen to 6 lanes
Gateway (SR 145) - Yosemite to SR 99	Reconstruct/widen from 2 to 4 lanes
SR 99 - Ave 7 to Ave 12	Widen from 4 to 6 lanes

## Annual Audit of Measure Programs

Measure investments and accounts of the local agencies and the Authority are audited on an annual basis by an independent audit firm, retained by the Authority. Over the past 32 years, audit results have indicated that the previous Measure A and the current Measure T Programs have been implemented, and proceeds expended, in accordance with the Measure A and Measure T Investment Plans and provisions. This Plan's Implementing Guidelines provide additional detail regarding the Measure audit process. The audit process will continue under this Measure Renewal and performance measures will be developed to ensure that Measure funds are being invested efficiently and effectively.

## Citizens' Oversight Committee

To inform the public and to ensure that Measure Renewal funding program revenues and expenditures are spent as promised to the public, a Citizens' Oversight Committee (COC) was formed as part of the current Measure T Program. Details regarding the Committee are provided in the Implementing Guidelines. The COC responsibilities include the following:

- The Committee may receive, review, and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated in the Implementing Guidelines. Specific COC responsibilities include:
- Receive, review, inspect, and recommend action on independent financial and performance audits related to the Measure.
- Receive, review, and recommend action on other periodic reports, studies, and plans from responsible agencies. Such reports, studies, and plans must be directly related to Measure programs, revenues, or expenditures.
- Review and comment upon Measure expenditures to ensure that they are consistent with the Investment Plan.
- Annually review how sales tax receipts are being spent and publicize the results.
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report.

## HOW THE PLAN WAS DEVELOPED

The Measure Renewal Steering Committee was formed in September 2021 to develop the Measure T Renewal Investment Plan. The Steering Committee evaluated existing systems and created a vision for the future. There was recognition that this Measure T Renewal Plan needed to address the existing and future transportation needs, focusing on local neighborhoods and community street and road maintenance, as well as continuing investments in bicycle and pedestrian facilities, transit services, and reducing and avoiding congestion on our major highways. This Plan has built-in flexibility that will allow the cities and the County to adapt to their specific transportation needs as they change over time. The Plan recognizes transportation programs that maintain and improve one's quality of life and positions the Madera region to deal with the type of infrastructure needed to address mobility needs. Members of the Steering Committee:

Reviewed a variety of proposals, solicited public input and professional expertise, conducted two voter polls, and reviewed data and literature from other agencies to prepare this Plan.

Members of the Steering Committee represented the interests of sectors and organizations listed in Table 2.

**TABLE 2  
MEASURE T RENEWAL INVESTMENT PLAN STEERING COMMITTEE  
SECTORS/ORGANIZATIONS**

SECTOR/ ORGANIZATION	
Active Transportation	Goods Movement
Agriculture	Health
Business	Labor
Caltrans	Labor/Construction Industry
City of Chowchilla	MCTC/MCTA
City of Madera	New Technology
Community Based Organization	Public Safety/Emergency Services
County of Madera	Public Transportation/ADA
Development	Senior Citizens
Education	Seniors
Environmental	Youth

## EXPECTED MEASURE PROCEEDS

If voters approve the Measure T Renewal on November 8, 2022, they allow the Authority to continue to impose the same ½ cent retail transaction and use tax until ended by voters. The Measure Sales Tax will:

Provide approximately \$866 million in new revenues for transportation improvements over a 30-year period, according to financial projections through the year 2057.

The Measure T Renewal Program will generate nearly four times the amount that will be collected during the current 20-year Measure T Program (approximately \$219 million compared to \$866 million) over a 30-year period or through June 2057. Since this Measure will continue “until ended by voters,” the Authority will prepare a 15-year update of the Investment Plan beginning in Year 14 of the Measure update cycle and reflect 15- and 30-year projections of Measure T Renewal proceeds.

The allocation of these projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the following sections of this Plan. The Authority will prepare and update a Strategic Plan (SP) every two (2) years (if needed) to verify or modify the funding expectations based on the then current fiscal conditions, making sure that the projections are consistent with future expenditures and promises made in this Plan. The Authority and MCTC will also revisit or update this Investment Plan at a minimum of every 15 years beginning in 2041 for approval in 2042 (beginning in Year 14 to prepare the update) and every 15 years thereafter to potentially adjust the transportation programs and associated allocations of Measure T proceeds to ensure that the Plan addresses the future transportation needs of the County and its residents as determined through a comprehensive public engagement process. The Plan may also be revisited or updated at other intervals of time, as necessary, to respond to dynamic changes in transportation and funding priorities at the federal, State, and local levels. Finally, the Authority will have the option of issuing bonds to deliver Measure T projects and programs contained in this Plan to save project costs by delivering them earlier, and to implement much-needed road repairs years sooner than would be possible without bonding. Bonding options by MCTA or the local agencies will comply with PUC 180000, CHAPTER 6. Bonds [180250 – 180264].



## PRIORITIES OF THE NEW PLAN

Through many weeks of intense discussion and hard work, the following Measure funding program commitments were developed and agreed to by the Steering Committee. The Committee realized that providing Measure funds for all modes of transportation would meet the quality-of-life intent of the Measure Renewal effort. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries considering a 30-year funding program. The Measure, however, would remain in place until ended by voters. The Renewal Plan will:

Provide funds to maintain and improve neighborhood and community streets and roads, public transit, safe routes to school, bike, pedestrian and trail improvements, regional highways, streets and roads, and other transportation programs that improve mobility and air quality and reduce greenhouse gas emissions within the County and each of the cities.

Meeting the needs of Madera County residents requires leveraging State and federal investments with local resources. Even with passage of the Measure there will not be enough funding available to address the more than \$4.5 billion in transportation needs. The Measure will generate slightly more than \$866 million over the next 30 years to address a portion of the need. Therefore, leveraging additional State and federal dollars, beyond what the region expects, is critical.

It is understood that each of the programs and subprograms included in this Renewal Investment Plan rely on the improvement and maintenance of highways, streets, and roads. Transit vehicles, bikes, and pedestrians will all receive some level of improvement and funding from funds that are allocated to the Community, Neighborhood, Streets and Roads Program, which includes the Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram, the Community and Neighborhood Streets and Roads Subprogram, and the Local Flexibility Subprogram. In addition, alternative modes will also benefit from funding allocated to the Major Routes, Access and Safety Improvements Program.

Details regarding each of the funding programs in this Investment Plan are provided below and the allocations of Measure T Renewal proceeds are provided in Table 3. Population estimates to be used to allocate Measure T Renewal Program funds to the local agencies will be revised in May of every year based on Population and Housing estimates released by the State of California Department of Finance.

**TABLE 3**  
**MEASURE T RENEWAL INVESTMENT PLAN PROGRAM FUNDING ALLOCATIONS**

PROGRAM/SUBPROGRAM	% ALLOCATION	TOTAL 30 - YEAR MT3 FUNDING	COUNTY 49.44%	MADERA 41.83%	CHOWCHILLA 8.7%
Community & Neighborhood Streets & Roads	62.5%	\$541,250,000	\$267,594,000	\$226,404,875	\$47,251,125
Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram	35%	\$303,100,000	\$149,852,640	\$126,786,730	\$26,460,630
Community & Neighborhood Streets & Road Subprogram	15%	\$129,900,000	\$64,222,560	\$54,337,170	\$11,340,270
Local Flexibility Subprogram	12.5%	\$108,250,000	\$53,518,800	\$45,280,975	\$9,450,225
Major Routes, Access & Safety Improvements	25%	\$216,500,000			
Public Transit	4%	\$34,640,000	\$17,126,016	\$14,489,912	\$3,024,072
Safe Routes to School & Pedestrian & Bike Safety	4%	\$34,640,000	\$17,126,016	\$14,489,912	\$3,024,072
Clean Air and New Technologies	3%	\$25,980,000	\$12,844,512	\$10,867,434	\$2,268,054
Administration & Planning	1.5%	\$12,990,000			
	<b>100%</b>	<b>\$866,000,000</b>			
		Total:	\$314,690,544	\$266,252,133	\$55,567,323

Details regarding each of the six programs are provided below.

## **COMMUNITY & NEIGHBORHOOD STREETS & ROADS - \$541.3 MILLION OR 62.5%**

This Program includes three Subprograms including Local and Neighborhood Street & Road Maintenance and Pothole Repair, which would receive a significant increase in funding for the maintenance of our local street networks, including neighborhood streets. This is clearly the greatest need expressed during the public engagement process, and in the two opinion surveys. In addition, funding is provided to the Community and Neighborhood Streets & Roads Subprogram for other types of local street and road improvements, and funding under the Local Flexibility Subprogram to address local transportation needs as identified by each of the local agencies.

- **LOCAL AND NEIGHBORHOOD STREET MAINTENANCE AND POTHOLE REPAIRS SUBPROGRAM - \$303.1 Million or 35%**

The goal of this program is to improve each of the individual cities' and the County's pavement condition index or PCI from the current County-wide average of 57 (just above the "Poor" category) to at least 70, which is within the "Good" category. Improvements that will be made by the cities of Chowchilla and Madera and Madera County to address the goal include, but are not limited to:

- Fixing potholes with long lasting repairs.
- Repaving streets.
- Keeping good roads in good condition through the strategic application of preventative maintenance strategies.
- Ensuring that all neighborhoods, including those in disadvantaged areas, see improvements to their local roads.
- Measuring and monitoring progress towards the 70 PCI goal.

These expenditures would address one of the most troubling transportation problems for local agencies; how to fund improvements that address the aging street and road infrastructure while at the same time preserving roads that are currently in good condition. Improvements can be made throughout the region and within Maintenance Districts.

- **COMMUNITY AND NEIGHBORHOOD STREETS AND ROADS SUBPROGRAM - \$129.9 Million or 15%**

The goal is to improve each individual city's and the County's local transportation systems. Examples of improvements include, but are not limited to:

- Add additional lanes to existing streets and roads for congestion relief and improved safety.
- Improve sidewalks.
- Complete Streets (improvements that accommodate autos, bicycles, pedestrians, and transit services).
- Traffic control devices such as traffic signals, specialized flashing warning devices, safety lighting, signage and striping to enhance student and public safety.
- Separating street traffic from rail traffic (grade separation projects).
- Bridge improvements.

Improvements can be made throughout the region and within Maintenance Districts.

1

## 1

- **LOCAL FLEXIBILITY SUBPROGRAM - \$108.3 Million or 12.5%**

This program provides the local agencies flexible funding to address their most pressing unfunded or underfunded transportation needs within their jurisdictions. These funds would be used for a variety of purposes including, but not limited to:

- Repair sidewalks to create safe routes to school and increase accessibility for people with disabilities.
- Supplement Active Transportation (bike, pedestrian, and trails systems) projects.
- Further improve public transit services.
- Eliminate bottlenecks on local streets where road improvements are not complete.
- Address environmental sustainability and other important transportation improvements.

Improvements can be made throughout the region and within Maintenance Districts. Local agencies in Madera County know what their needs are and how best to address those needs. This plan empowers them to make these critical decisions for their residents and businesses.

### **MAJOR ROUTES, ACCESS AND SAFETY IMPROVEMENTS PROGRAM - \$216.5 MILLION OR 25%.**

The core of the urban and suburban highway system has been largely completed, and many improvements to rural highways have been accomplished during the 1990 and 2006 Measure programs. Future improvements need to be focused on:

- Improving safety.
- Improving corridors between communities.
- Reducing and avoiding future congestion.
- Focusing on multimodal operational improvements such as auxiliary lanes, freeway interchange improvements, metering projects, demand management, and Smart Corridor concepts that maximize the capacity of existing facilities.

The Plan authorizes major new projects to:

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

These projects provide for the movement of goods, services, and people throughout the County, as well as accommodating goods movement from Madera County industries to the rest of the State and the nation. While the proposed Measure T Renewal Program will continue until ended by voters, it is critical that Measure T funding and needs are considered in 30-year increments with a revisit of the Renewal Plan at a minimum of every 15-years or as needed to ensure that transportation needs in Madera County are being met as it grows in the future. A 15- to 20-year Major Routes, Access and Safety Improvements Program has been identified, with the second 15-years to be addressed in 2041 and approved in 2042. This second 15-year plan will be developed after an evaluation of future needs, as well as an extensive public engagement process.

## 2

## 2

Major highlights of this Program include:

- Approximately \$216.5 million or 25% of the Measure Renewal for regionally significant street and highway improvements has been allocated between the County and the cities of Chowchilla and Madera.
- This program relies heavily on leveraged funding from various sources including, but not limited to, the State Transportation Improvement Program (STIP), the State Highway Operations and Protection Program (SHOPP), the State Local Partnership Program, State and federal grants, and local traffic impact fees collected from new development. Overall, it is anticipated that these programs will add other State, federal or local funding to finance the projects.

### **PUBLIC TRANSIT - \$34.6 MILLION OR 4%.**

The goal of this program is to provide effective, accessible public transit services that are affordable and offer a seamless travel experience for Madera residents. This program will expand or enhance mobility options for seniors, disabled persons, veterans, students, and other transit dependent populations and will offer alternatives that reduce single-occupancy vehicle trips and GHG emissions and contribute to improved air quality.

This Plan will allow for improved transit services throughout Madera County that are flexible, reliable, predictable, and affordable. These improvements will be accomplished through many diverse approaches, including, but not limited to the following:

- Measure T funding will be provided to the three (3) transit implementing agencies within the County (City of Chowchilla, City of Madera, and Madera County).
- The transit agencies may use the funds to:
  - Add routes and days and hours of operation as demand increases.
  - Maintain affordable fares for all riders, including seniors, students, veterans and people with disabilities.
  - Purchase low or zero emission buses.
  - Provide night and weekend service as demand increases.
  - Provide safe, clean, and strategically located bus shelters.
  - Provide safer access to public transit services.
- The transit agencies also may apply Measure T funds to:
  - Address specialized transportation needs for seniors and disabled persons.
  - Implement innovative transit solutions for unserved or underserved areas.
  - Offer fare payment options (i.e., vouchers for taxis or transportation provided by family/friends for those living in remote rural locations where it may not be financially feasible to provide regular bus service).
  - Provide new and innovative mobility for seniors, students, and people with disabilities.

Transit is considered an important transportation mode by State and federal funding agencies. Transit agencies must be responsive, proactive, and well-positioned to maximize funding opportunities through the leveraging of Measure T funding.

Transit funding is a significant part of the State and federal transportation funding programs. This has been an established trend that is increasing over time. Measure T Renewal funding should be utilized to the largest extent possible to leverage these funding sources.

## 3

## 4

**SAFE ROUTES TO SCHOOL AND PEDESTRIAN AND BIKE SAFETY - \$34.6 MILLION OR**

Improvements to the existing and planned pedestrian, trail, bicycle, and Safe Routes to School systems have gained prominence around the State and within Madera County. There are significant opportunities for funding these types of projects using State and federal funds. With a few exceptions, these types of projects are very low cost when compared to vehicular projects. Measure T funding in this program should be utilized to the largest extent possible to enhance safety and leverage these funding sources.

Local jurisdictions will consider and provide for complete streets along new or rehabilitated local streets and roads when feasible. Complete Streets involves planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This involves improving streets and roads to include sidewalks, bike lanes, and transit support facilities. Improvements can be made throughout the region and within Maintenance Districts.

## 5

**CLEAN AIR AND NEW TECHNOLOGY - \$26 MILLION OR 3%.**

This program would provide funding to the cities of Chowchilla and Madera and the County to fund and leverage other funding for projects that improve air quality and reduce GHG emissions, including but not limited to the following:

- Alternative fueling facilities.
- Clean air vehicles.
- New Technology projects.
- Car and Vanpool Programs support and coordination.

## 6

**ADMINISTRATION AND PLANNING - \$13 MILLION OR 1.5%.**

Measure T funding is provided to the Authority and MCTC to:

- Prepare Investment Plan updates and amendments.
- Develop and administer allocation program requirements.
- Administer and conduct specified activities identified in the other five Programs and three Subprograms described above.

**RECONSTRUCTION, REHABILITATION AND/OR MAINTENANCE OF STREETS AND ROADS**

Referencing Table 3, a minimum of 35% of the Measure proceeds can be allocated to the reconstruction, rehabilitation and/or maintenance of streets and roads within the County and the cities of Chowchilla and Madera. This minimum allocation allows the local agencies to address the improvement of streets and roads that provide access to schools, jobs, farming activities, and access to recreation areas.

**COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

The Measure T Renewal Investment Plan is not a "project" under the California Environmental Quality Act (CEQA) and, therefore, is exempt from CEQA review. This is because the Plan is designed to provide a funding mechanism for potential future projects and programs related to the Authority's provision of transportation funding and services. However, the Authority is not approving the construction of any projects that may result in a direct or indirect physical change in the environment; future voter approval is required prior to establishing any funding mechanism as set forth in PUC Section 240301 or 180000, and all appropriate State and federal environmental review will be required and completed prior to any future approval of specific projects.

## Project Commitments - Major Routes, Access and Safety Improvements Program

This section identifies priority regional street, road and highway improvement projects to be implemented within the first 15 to 20 years of the Measure Renewal. The projects may be funded with Measure, STIP funding, other State and federal funds, and/or other local transportation funding. Major Routes, Access and Safety Improvements Program projects are defined as those of regional significance. These projects may be on the State highway system, as those facilities are regional by nature; as well as on major local arterials that serve more than one city or area of the County.

The Steering Committee and MCTC staff identified major improvement projects that address the desires of potential voters identified during the two polls conducted in August 2021 and April 2022, as well as in on-line surveys referenced in Countywide mailers and during other public outreach and engagement noticing and activities.

Phase 1 Major Routes, Access and Safety Improvements Program projects to be addressed in this Program are included in Table 4 and graphically displayed in Figures 2 through 4. These projects will be funded using:

- Measure funding (approximately \$102.5 million).
- State funding from STIP, SHOPP, and other local, State, and federal funding, including developer fees are expected.

MCTC staff and the Steering Committee believe, based upon current assumptions, that such funding will be available to address this funding need. While greater than 50% of funding for the Phase 1 projects is needed to address project costs from other than Measure and State and federal funding opportunities, such as STIP funding, new growth and development throughout the County will be contributing to the total cost of Phase 1 project costs as part of local agency Traffic Impact Fee (TIF) programs. It is assumed that the remainder would be received from additional developer fees, and other State and federal funding. Projects may be added to the Phase 1 or current phase list of Major Routes, Access and Safety Improvements Program projects through the Investment Plan amendment process when listed projects are funded with other than Measure T Renewal Funds or Major Routes, Access and Safety Improvements Program funds within the current phase become available for additional project programming.

Referencing Table 4, it is anticipated that more than \$201 million will be available for Phase 1 Major Routes, Access and Safety Improvements Program projects throughout the County. Additional candidate projects are included in the RTP/SCS list of financially constrained projects. Additional projects will be considered for funding once Phase 1 projects have been programmed or implemented. During preparation of the biennial Strategic Plan Updates, if needed, the Authority and MCTC will develop a detailed improvement program that specifies the timing and delivery of projects, or funding order considering project cost benefits, project readiness, funding availability, etc.

The Authority will conduct biennial Major Routes, Access and Safety Improvements Program reviews and updates as part of the Strategic Plan Update process, if needed. The purpose of the review/update will be to ascertain project delivery status as well as validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary for these updates.

Beginning no later than 2041, the Authority will conduct a comprehensive public engagement process to help guide the effort to establish the list of projects to be funded during the second half of the 30-year period. No later than 2042, the Authority will adopt a list of Major Routes, Access and Safety Improvements Program projects to be funded during the second 15-year period. That same process will continue for each future 15-year period.

The Authority may consider bonding of future revenues if project needs and deliverability exceed cash flow. Bonding options by MCTA or the local agencies will comply with PUC 180000, CHAPTER 6. Bonds [180250 – 180264].

Item 10-10-B.

**TABLE 4**

**MEASURE T RENEWAL - PHASE 1 MAJOR ROUTES, ACCESS AND SAFETY IMPROVEMENTS PROGRAM – CANDIDATE PROJECTS**

AGENCY	ROUTE	LOCATION	DESCRIPTION	TOTAL PROJECT COST	OTHER FUNDING POTENTIALLY AVAILABLE	MT3 PHASE 1 FUNDING ALLOCATION
Caltrans/City of Chowchilla	SR 99/SR 233 Bridge	East and west of SR 233 and SR 99 Interchange	Bridge with Pedestrian Improvements over SR 99 in Chowchilla with Improvements to Round-A-Bouts	\$9,000,000	\$2,000,000	\$7,000,000
City of Madera	Cleveland Avenue	Road 26 to SR 99	Interchange/Grade Separation Planning Study	\$5,000,000	\$0	\$5,000,000
City of Madera	Ellis Street	Krohn to Road 26/Country Club	Develop to Full Arterial Standard	\$6,200,000	\$1,200,000	\$5,000,000
City of Madera	Gateway Drive		Bridge Improvements	\$17,539,656	\$7,000,000	\$10,539,656
City of Madera	Road 28/Tozer	Avnue 14 to Clinton	Corridor Completion Improvement	\$6,000,000	\$1,200,000	\$4,800,000
City of Madera	Westberry	Westberry Bridge	Bridge Improvements	\$12,500,000	\$3,000,000	\$9,500,000
City of Madera	Yosemite and Tozer		Intersection Capacity Improvement	\$1,000,000	\$500,000	\$500,000
Madera County	Avenue 12	Road 36 to Road 38	Traffic Calming/Complete Street Project	\$20,000,000	\$15,000,000	\$5,000,000
Madera County	Avenue 12	Road 30 1/2 to Road 36	2 Lanes to 4 Lanes	\$21,000,000	\$16,800,000	\$4,200,000
Madera County	Avenue 12	Road 38 to Road 40	2 Lanes to 4 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
Madera County	Avenue 12	Road 40 to Riverwalk Blvd	2 Lanes to 6 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
Madera County	Avenue 12	Riverwalk Blvd to SR 41	4 Lanes to 8 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
Madera County	Mountain Area Evacuation Routes	Oakhurst Area Plan Routes/ North Fork-Cascadel	Safety and Fire Evacuation Routes Projects & Planning Study	\$48,000,000	\$28,000,000	\$20,000,000
Caltrans/Madera County	SR 99	Avenue 17 to Avenue 21	Environmental, Design & Right-of-Way	\$25,000,000	\$0	\$25,000,000
<b>Total:</b>				<b>\$201,239,656</b>	<b>\$98,700,000</b>	<b>\$102,539,656</b>

**FIGURE 2**

**MEASURE T RENEWAL - PHASE 1 MAJOR ROUTES, ACCESS AND SAFETY IMPROVEMENTS PROGRAM – CANDIDATE PROJECTS – CITY OF CHOWCHILLA**

**MEASURE T RENEWAL - MAJOR HIGHWAY, STREET & ROAD PROGRAM CANDIDATE PROJECTS - CITY OF CHOWCHILLA**

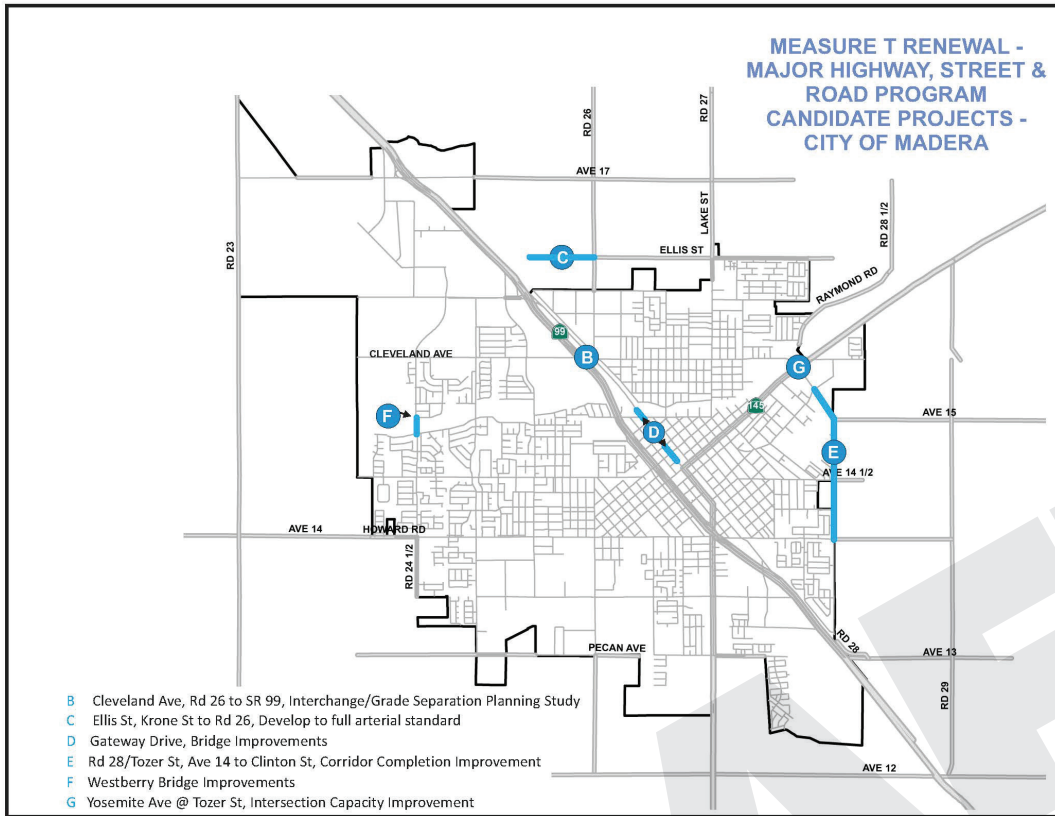
A SR99/SR 233, Bridge with Pedestrian improvements over SR 99 in Chowchilla with improvements to Round-A-Bouts

25

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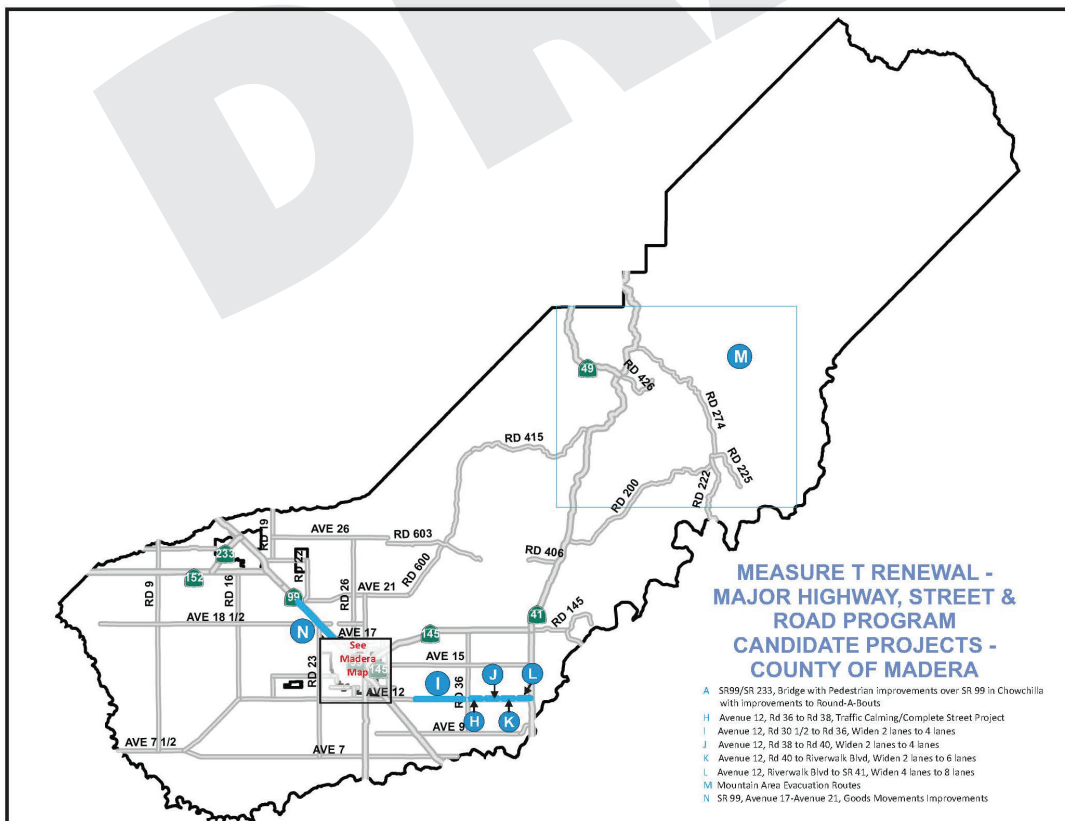
**FIGURE 3**

**MEASURE T RENEWAL - PHASE 1 MAJOR ROUTES, ACCESS AND SAFETY IMPROVEMENTS PROGRAM – CANDIDATE PROJECTS – CITY OF MADERA**



**FIGURE 4**

**MEASURE T RENEWAL - PHASE 1 MAJOR ROUTES, ACCESS AND SAFETY IMPROVEMENTS PROGRAM – CANDIDATE PROJECTS – COUNTY OF MADERA**





# PLAN ADMINISTRATION

## Governing Board and Organizational Structure

A description of the Authority and its organizational structure follows. The structure is consistent with PUC 180000.

### Madera County Transportation Authority Structure under the Measure Program

The Authority will continue to administer the Measure Program in compliance with PUC 180000. If the Measure is approved by Madera County voters in November 2022, the Authority will continue to be responsible for administering the Measure Programs in accordance with plans and programs outlined in this and subsequent updates of this Investment Plan. In addition, this Plan includes continued provision of the Citizens' Oversight Committee (COC). Responsibilities of the Committee are included below and details regarding the COC are provided in the Implementing Guidelines. The 2022 Investment Plan was prepared by the Authority, reviewed and approved by the local jurisdictions including the City of Chowchilla, City of Madera, and Madera County, and then approved by the Authority Board.

The current Authority Board complies with PUC 180000, CHAPTER 2. Creation of Local Transportation Authority, Section 180050. The current Authority Board, Madera County Transportation Commission sitting as the Authority, membership is as follows:

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

### Plan Update and Approval Process

In compliance with schedules mandated in State and federal law, MCTC regularly prepares a new long-range transportation plan (RTP) that updates and renews a list of candidate projects for all transportation modes (streets, highways, public transportation, bikeways, aviation, etc.). The Authority and MCTC will revisit the Renewal Investment Plan at a minimum of every 15 years beginning in 2042 and every 15-years thereafter to potentially adjust the transportation programs and associated allocations of Measure T proceeds to ensure that the Plan addresses the future transportation needs of the County and its residents as determined through a comprehensive public engagement process. The Renewal Plan may be revisited or updated at other intervals of time, as necessary. The Major Routes, Access and Safety Improvements Program Phase 1 list of improvement projects will also be revised during those 15-year reviews to identify funds available for additional projects beyond those now listed in the Renewal Investment Plan. In addition, the Authority will have the option of issuing bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier. Bonding options by MCTA or the local agencies will comply with PUC 180000, CHAPTER 6. Bonds [180250 -180264].

Section 180206 of the PUC specifically states the following:

- (a) A county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other local, state, and federal funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.
- (b) A county transportation expenditure plan shall not be adopted until it has received the approval of the board of supervisors and of the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county.
- (c) The plan shall be adopted prior to the call of the election provided for in Section 180201.  
(Added by Stats. 1987, Ch. 786, Sec. 1.)

Section 180207. of the PUC specifically states the following:

- The authority may annually review and propose amendments to the county transportation expenditure plan adopted pursuant to Section 180206 to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances.
- (b) The authority shall notify the board of supervisors and the city council of each city in the county and provide them with a copy of the proposed amendments.
- (c) The proposed amendments shall become effective 45 days after notice is given.  
(Added by Stats. 1987, Ch. 786, Sec. 1.)

All updates of the Investment Plan will be subject to public review and public hearings. While these candidate projects may change and priorities for funding may occur, there are more than enough project needs within the County to be addressed using all types of funding, including Measure funds. It will be vital during development of each Investment Plan Update to consider financing all transportation modes to ensure a balanced and efficient transportation system. All the projects and programs included in this Investment Plan and future reviews of the Investment Plan are considered essential to meet the transportation needs of Madera County.

### **Madera County 2022 Transportation Authority (Authority)**

The following steps will be taken by MCTC to prepare and adopt this and future biennial updates of the Measure Strategic Plan:

- Authority staff, working with member agencies, and affected stakeholders will develop the Draft Strategic Plan and will update it every two (2) years, if needed.
- The Authority Board receives the Draft Strategic Plan and its updates and schedules public hearings to review the Plan.
- The Authority Board adopts the Strategic Plan.

### **Independent Financial Audits**

Currently, the Authority annually commissions independent financial audits of the Measure T programs and receipts. If the new Measure is approved by the voters, the Authority would continue to conduct independent financial audits consistent with PUC 180000.

### **Implementing Guidelines**

#### **Administration Program: - 1.5% of the Measure**

There are several processes that the Authority must perform to support the Measure Renewal Program including:

- Approve requirements associated with development of each of the proposed allocation programs.
- Approve the prioritization of projects.
- Conduct an independent audit of Measure programs and funds on an annual basis.
- Conduct an on-going public outreach and engagement program.
- Approve the Strategic Plan every two (2) years if needed prepared by the Authority.
- Provide staff or consultant services to manage the delivery of regional projects financed using Measure funds under the Major Routes, Access and Safety Improvements Program.
- Issue bonds to deliver Measure projects and programs contained in this Investment Plan or future Phase 1 lists to save project costs by delivering them earlier. Bonding options by MCTA or the local agencies will comply with PUC 180000, CHAPTER 6. Bonds [180250 -180264].
- Allocate Measure proceeds to the local jurisdictions consistent with the Program requirements.
- Prepare and adopt an annual report each year on progress made.
- Hold a public hearing on the adoption of the annual budget.

## FOR FURTHER INFORMATION:

Contact the Authority or MCTC to inquire about the Measure T Renewal process, discuss the candidate projects and programs contained in this Plan, to learn more about the current Measure T Program, or to inquire about the next steps in the Measure Renewal process.



### **Madera County Transportation Authority**

2001 Howard Road, Suite 201  
Madera, California 93637  
Ph: (559) 675-0721

Visit the MCTC Website at [www.maderactc.org](http://www.maderactc.org) for more information, to sign up for our email list, and to receive updates on Measure T planning activities.

Madera County Transportation Authority  
2001 Howard Road, Suite 201  
Madera, California 93637  
Ph: (559) 675-0721

Visit the Authority online at the MCTC Website at [www.maderactc.org](http://www.maderactc.org) for more information, and to receive updates on current Measure T projects.

DRAFT

# **EXHIBIT B**

## **Implementing Guidelines**



Item 10-10-B.

# 2022 MEASURE T RENEWAL INVESTMENT PLAN IMPLEMENTING GUIDELINES DRAFT 1 JUNE 17, 2022



**Madera County Transportation Authority (MCTC)**  
2001 Howard Road, Ste. 201  
Madera, CA 93637

**VRPA Technologies, Inc.**  
In Association with:  
Moy & Associates, TBWBH Props & Measures,  
and True North Research, Inc.

Approved by Local Agencies:

Approved by MCTC sitting as the MCTA:

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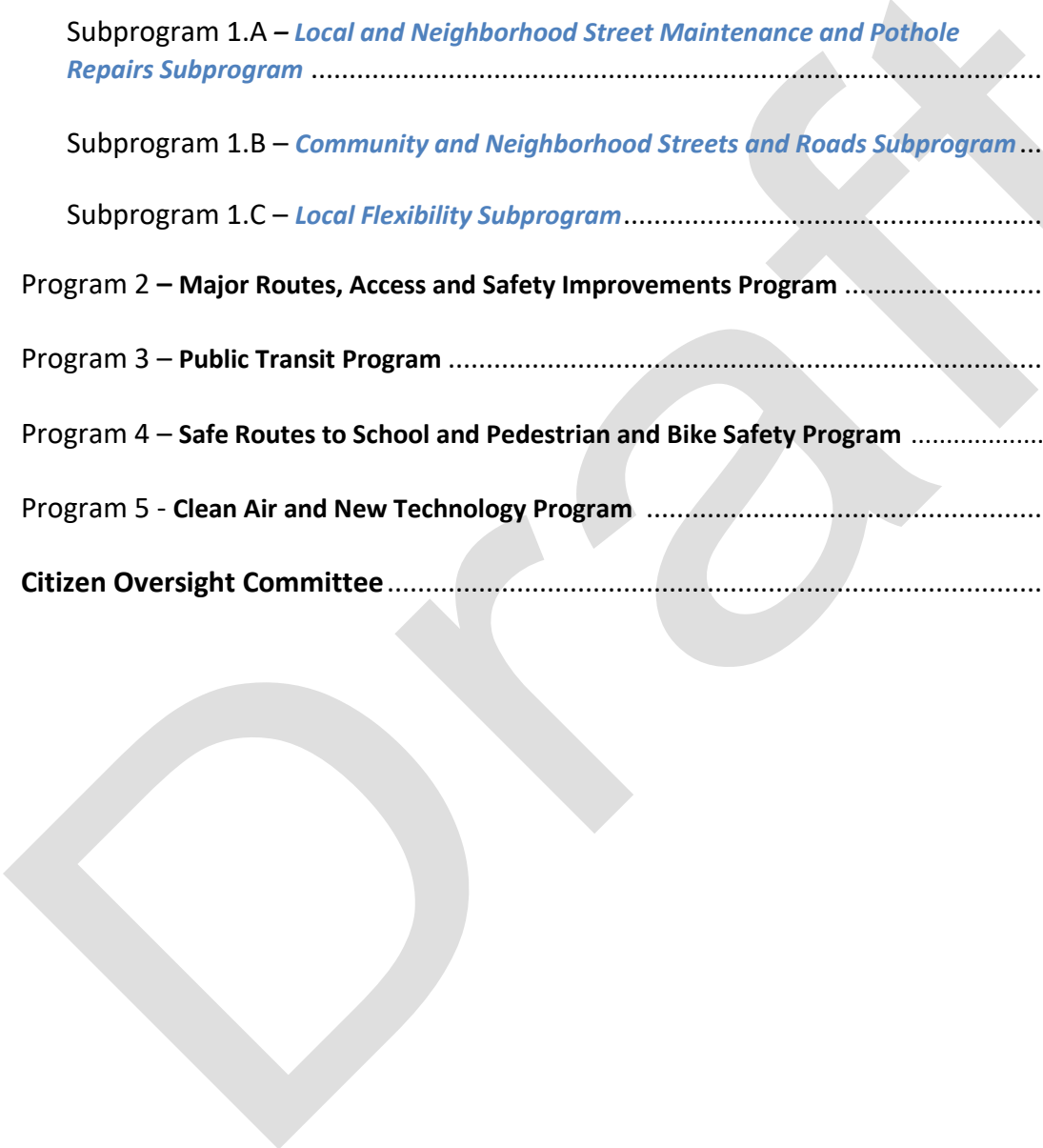
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**Draft**

# 2022 Measure T Renewal Investment Plan Implementing Guidelines

**06/17/22**

## Introduction and Purpose

These Implementing Guidelines have been prepared to help guide implementation of the Measure T Renewal Investment Plan. The Renewal Investment Plan was prepared to identify how the expenditure of transportation funds generated through continuation of Madera County's half-cent transportation sales tax, until ended by voters, will be allocated to the various transportation programs. Specifically, these Guidelines will ensure that promises made to Madera County voters will be kept through a set of requirements specific to each Renewal Plan Program Update.

Following approval by the Madera County Transportation Authority (MCTA or Authority) of the Renewal Investment Plan and Guidelines and beginning in 2027 and every two (2) years thereafter (if needed), the Measure T Renewal Strategic Plan will be prepared. The Strategic Plan will further detail these Guidelines and provide more specifics regarding actual Measure T Renewal proceeds by each program for the current year, Guideline amendments, and the reporting, monitoring, claims, and disbursement processes. The Guidelines will aid the Madera County Transportation Authority (MCTA or Authority), the Madera County Transportation Commission (MCTC), the three (3) local agencies (City of Chowchilla, City of Madera, and the County of Madera), and other responsible agencies with implementation details and requirements including:

- ✓ General purpose of each Measure T Renewal program.
- ✓ Implementing agencies or those agencies responsible for implementing the Renewal Program and eligible to receive associated Measure T funding.
- ✓ Performance indicators that will be considered as detailed performance measures are developed to determine how each Program is efficient at meeting their stated goals.
- ✓ Important definitions of related program requirements, methods, or other processes.
- ✓ The percentage of Measure T Renewal funding and the initial amount of funding allocated to each program.
- ✓ Other requirements specific to each program.
- ✓ The list of eligible projects for which Measure T Renewal funding can be claimed.

## Performance Indicators and Measures

Once the Authority has approved the Measure T Renewal Plan and Implementing Guidelines, staff will begin working with each local and other interested agencies and individuals to develop performance measures specific to each of the Renewal programs. Subcommittees will be formed to address each of the Renewal programs. The first step in that process is to identify other performance indicators that may be considered during that process. To address this step, each of the programs detailed further in these Guidelines include a set of preliminary performance indicators that will be considered during the development of program performance measures to be completed prior to the date that the Measure T Renewal Program takes effect.

## Measure T Renewal Fund Exchange and Borrowing

Local agencies may exchange Measure T program or subprogram funds allocated to their agency on an annual basis to provide for flexibility as they deliver eligible projects listed in these Implementing Guidelines. In accordance with the Strategic Plan [to be prepared every two (2) years, if needed], inter-program loans will be allowed to maximize program efficiency. Inter-program loans are utilized as a cash management strategy and will be clearly delineated between programs. Parameters for each inter-program loan will be developed to ensure loan accountability and ensure program categories remain consistent with measure objectives. Inter-program loans will incur interest at a rate that equals what the funds would earn if not loaned. Interest on the loan is tied to the assumed short-term investment rate applicable to the annual fund balance. Note that Measure T Renewal funding under the Regional Highways, Streets and Roads Program is not eligible for local agency exchange or borrowing.

Borrowing between programs or subprograms is allowed to the extent it lessens debt financing and allows projects and programs to move forward based on their readiness. In the Strategic Plan updates, revenues and expenditures within each program and/or subprogram will be reported and options for reconciling any share imbalance will be discussed. At each of the 15-year updates of the Renewal Investment Plan, each of the programs and/or subprograms will have received their respective percentage shares per the Investment Plan.

## Compliance Test and Timely Use of Funds

Every five (5) years there will be a compliance audit where jurisdictions must certify to the Authority that they have spent their allocated funds; however, local agencies will be able to accumulate program and subprogram funding for up to five (5) years if needed for match purposes, to accommodate a large project or for other justifiable reasons. The process will be detailed in the Strategic Plan.

If an agency is not in compliance with the five (5) year mandate, agencies must inform MCTA as to why the funds are not being expended. If justification is not provided to the satisfaction of the Authority, funds may be withheld until the jurisdiction is compliant and further may be subject to an Investment Plan amendment, reallocating the funds upon consideration and approval of the Authority.

## Performance Measures

Performance measures incorporated in these Guidelines, developed for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or to be developed following approval of the Investment Plan and these Guidelines in July 2022 and prior to the date that the Renewal Measure takes effect, will be applied to all programs and subprograms to ensure that the requirements set forth in each program and subprogram are addressed.

In addition, local agencies with less than 25,000 population may borrow against, if there is sufficient capacity, the agency's future annual Measure T Renewal program and subprogram allocations or shares to provide the flexibility in a timely manner, without holding allocated Measure T Renewal funding for multiple years until a project(s) could be delivered.



## Guideline Amendments

Revisions or amendments to these Implementing Guidelines shall follow the same amendment process established for the Measure T Renewal Investment Plan under the Administration, Plan Update and Approval Process.

## Program and Project Management Firms

This Measure T Renewal, if approved by the voters, will require substantially more monitoring, analysis, and reporting than the current Measure. In addition to independent staff, the authority may also contract with a private entity in conformance with applicable procurement procedures for the procurement of engineering, project management, and contract management services, per PUC 180000, Section 180106 (a-b) and Section 180153. The primary responsibility of enhanced program management would be to assist with developing and monitoring performance measures as discussed in the Renewal Investment Plan and these Implementing Guidelines. Other potential periodic assistance will be required to consider updating various documents, such as the Regional Active Transportation Plan, Short and/or Long-Range Transit Plan, Electric Vehicle Readiness, Public Engagement, Outreach, Regional Pavement Management Plan, etc. Enhanced Program Management could also include project management within the Major Routes, Access and Safety Improvement Program and other responsibilities necessary for efficient and effective implementation of the various programs. Enhanced program and/or project management responsibilities are part of program and project delivery and separate from activities in the Administration Program.

## Definitions

“Constructed” is defined as the construction of a new roadway or portion of a roadway that did not previously exist including projects to increase the capacity of an existing street or road.

For the purposes of this section, “Reconstructed” is defined as the existing full improvement of an existing roadway, but which does not include additional lane capacity. Reconstruction may or may not include shoulder widening.

## Other Requirements

### ✓ **Claims Process/Disbursements**

Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure T dollars from the California Department of Tax and Fee Administration (CDTFA).

### ✓ **Monitoring/Reporting Requirements**

Local agencies claiming Measure T funds will be required to submit annual reports regarding the expenditure of Program funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), an Annual Work Program (AWP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures

and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the implementing local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority.

Funds determined by an audit not to have been expended as provided for in a local agency’s claim for Measure T funds shall be repaid in full plus interest that would have been accrued.

✓ **Audit Process**

Authority and local agency expenditures will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

### Measure T Renewal Investment Plan Programs

The following sections include details regarding each of the individual Measure T Renewal Investment Plan programs. Each program has a different set of requirements and processes given the transportation needs and goals each is to address over the life of the Renewal Investment Plan. Programs included in these Guidelines include the following:

- ✓ 62.5% of the Measure Renewal funding will be allocated to the **Community and Neighborhood Streets and Roads Program**, which includes three (3) Subprograms:
  1. The **Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram** – 35% of expected Measure funds are directed to “Fix-It-First” activities and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities.
  2. The **Community and Neighborhood Streets and Roads Subprogram** – 15% of the funds are directed to needs that each of the cities and Madera County can allocate to other street and road improvements (including Maintenance Districts).
  3. The **Local Flexibility Subprogram** – 12.5% of the funding is directed to transportation needs including local streets and roads, rehabilitating aged local systems and other local street and road improvements, safe routes to school improvements, pedestrian, bicycle, and trail improvements, enhanced public transit improvements, and/or other transportation improvements so that they can address their own individual transportation needs over the life of the Measure.
- ✓ 25% of the Measure will be directed toward the **Major Routes, Access and Safety Improvements Program**, which includes major corridors, interchange modifications, and other improvement projects along State Highways, and major arterials throughout the County. These projects will enhance connections within the urban area and access between the cities and rural communities.
- ✓ 4% of the Measure funding will be allocated to **Public Transit Program** systems and services throughout the County, including Chowchilla Transit, Madera Transit, and Madera County Connection.
- ✓ 4% of the Measure will be allocated to **Safe Routes to School and Pedestrian and Bike Safety Program** for improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements.

- ✓ 3% of the funds are available to the local agencies for projects that enhance **Clean Air and New Technology Program**, including clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.
- ✓ 1.5% of the Measure will be allocated to **Administration and Planning Program** for administration and planning activities of the Authority and MCTC.

Draft

## Program 1 – Community and Neighborhood Streets and Roads Program

The Community and Neighborhood Streets and Roads Program includes three (3) Subprograms as detailed below.

### Subprogram 1A – Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram

#### Overview/Purpose

The Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram is intended to bring the road systems within the two (2) incorporated cities and the rural unincorporated areas of Madera County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of at least 70, which is within the “Good” category. Repairing, rebuilding, and maintaining the road system will have long-term benefits for future generations of Madera County residents. A road system in “Good” condition is very economical to maintain with a 2022 estimated cost of \$4.50 per square yard (SY) of pavement. Allowing the road system to remain in Fair or Poor condition has a much higher cost of \$22 to \$60 per SY.

Raising the individual local agency PCI levels to a minimum of 70 will cost approximately \$1.3 billion over the next 30 years. If this goal is not accomplished within 30 years, the cost will escalate, primarily due to more roadways falling into disrepair. Local agencies should seek other State, federal or local funding to achieve, to the extent possible, the 70 PCI goal.

In efforts to reach this PCI goal, agencies must also expend resources to prevent roads in “Good” condition from degrading into “Fair” or “Poor” condition. This Subprogram includes funding for “preventative maintenance” treatments for roads currently in good condition, and funds for rebuilding failing roads.

#### Eligible Agencies

Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram proceeds will be allocated to each of the agencies listed below. Each of the cities and the County of Madera will receive an annual allocation of Measure T Renewal funding for the maintenance projects and programs using Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram funds.

- ✓ City of Chowchilla.
- ✓ City of Madera.
- ✓ County of Madera.

Distribution of these funds to each of the eligible agencies is based on population estimates released by the State of California Department of Finance.

MCTA may periodically prepare or update the Regional Pavement Management Plan or other related regional documents. Such costs would come off the top of the annual program funding estimate.

## Performance Indicators

Each agency must determine how to manage their street and road systems using a combination of road repair and preventative maintenance strategies. The agencies will be required to develop and implement a Pavement Management Program (PMP) (updated triennially). Pavement condition surveys should be updated every three (3) years for arterial and collector streets and no more than every five (5) years for local/residential streets. A 5-year Capital Improvement Program will be updated annually by the local agencies. The program, condition survey and the 5-year Capital Improvement Program will be submitted to MCTA as they are updated. Development and implementation of the Pavement Management Program is an eligible expense within this Subprogram.

The MCTA Board will use these programs and the triennial PMP to evaluate progress towards the 70 PCI goal. Pavement challenges within the three (3) agencies in Madera County are unique. The MCTA performance evaluations will not simply use the 70 PCI benchmark as the determining factor in evaluating performance, but rather will rely on progress towards that goal.

MCTA/MCTC may prepare a Regional Pavement Management Plan to monitor regional PCI improvement progress should such analysis be needed in the future.

Independent financial audits of this subprogram will be performed annually to verify that funds were expended consistent with subprogram requirements. Agencies found to be out of compliance may be subject to withholding of subprogram funds until appropriate reimbursements are made.

## Definitions

Funding within the Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram must be utilized exclusively for street maintenance, repair, or rehabilitation as defined by AB 2928 language for local agency allocations under Proposition 42:

- ✓ *Funds allocated to a city, county..... shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:*
  - **"Maintenance"** means either or both of the following:
    - Patching.
    - Overlay and sealing.
  - **"Rehabilitation"** means street resurfacing, crack filling, sidewalk and sidewalk ramp replacement, utility dig up and other similar activities.
  - **"Reconstruction"** includes any overlay, sealing, or widening of the roadway if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway.
  - **"Storm damage repair"** is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems.

These Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram funds are to be focused on repairs and maintenance on the roadway structural section, including shoulders. Repairs to adjacent curb and gutter can be included where necessary to maintain proper street drainage. The installation of new sidewalk, bike lanes, or curb and gutter are not eligible under this subprogram. However, other funding sources, including non-Measure T funding or Measure T funding from the Flexibility Subprogram, can be combined with these subprogram funds to address the entire roadway prism under one project. It is highly recommended that this “combined funding” approach be utilized whenever feasible in order to provide the best overall street system for neighborhoods and to reduce overall costs through combining work under a single contract. Further, roadway restriping in order to repurpose existing travel lanes for bicycle facilities are allowable as long as they do not increase the overall paved width.

### Funding Allocation

The Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram consists of 35% of Measure T Renewal revenues estimated to be \$541.3 million during the first 30-years of the Measure. This amount is only 42% of the projected pavement repair need of \$1.3 billion. The Authority will consider bonding of future revenues to accelerate this effort; and will encourage local agencies to consider bonding options. Bonding options by MCTA or the local agencies will comply with PUC 180000, CHAPTER 6. Bonds [180250 – 180264].

Allocations made by the Authority to the local agencies will be based on the implementing agency’s percentage share of the total County population, as derived by the State Department of Finance.

### Other Requirements

When the overall PCI of the streets within a jurisdiction either exceeds 80, or the lowest PCI on any street within the jurisdiction is 70 or higher, Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram funds in excess of what is needed to maintain street conditions above a PCI of 70 may be utilized as Local Flexibility Subprogram funds.

### Eligible Projects/Programs

- ✓ Street and road maintenance (pavement and pothole repair, drainage improvements, other related improvements including within County Maintenance Districts) including, but not limited to the following:
  - Planning and environmental analysis.
  - Conceptual and preliminary engineering.
  - Design engineering (PS&E).
  - Right-of-way acquisition, support and relocation.
  - Utilities relocation.
  - Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alleyways.
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
  - Consultants selected consistent with a local agency selection process.
  - Construction contractors selected consistent with a local agency selection process.
  - Labor, materials, and equipment for day labor.
  - Public engagement, education programs, marketing.

- Applications of new technologies.
- ✓ Other Requirements including but not limited to the following:
  - Compliance check.
  - Fund accumulation and non-compliance requirements.
  - Claims process/disbursements.
  - Monitoring/reporting requirements.
  - Audit process.
- ✓ Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

Full eligibility will be included in the Authority's Strategic Plan as described in the Investment Plan.

## Subprogram 1B – Community and Neighborhood Streets and Roads Subprogram

### Overview/Purpose

The Community and Neighborhood Streets and Roads Subprogram is intended to improve each individual cities' and the County's local transportation systems by adding travel lanes to relieve or smooth congestion levels, widening bridges, operational improvements, and providing alternative access and safety improvements within the two (2) incorporated cities and the rural unincorporated areas of Madera County, including local arterial and collector streets and roads. Improving the local or internal street and road system will have long term benefits for future generations of Madera County residents. These improvements will also provide for enhanced alternative mode improvements such as accommodating public transit and providing for Complete Street improvements such as transit, pedestrian, and bike facilities within the right-of-way.

The goal is to improve each individual cities and the County's local transportation systems. Examples of improvements include, but not limited to the following:

- ✓ Add additional lanes to existing streets and roads for congestion relief and improved safety.
- ✓ Improve sidewalks.
- ✓ Complete Streets (improvements that accommodate autos, bicycles, pedestrians, and transit services).
- ✓ Traffic control devices to enhance student and public safety.
- ✓ Separating street traffic from rail traffic (grade separation projects).
- ✓ Bridge improvements.

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

In addition, this Subprogram will augment:

- ✓ Existing local, federal, and State funds for local streets and roads.
- ✓ Any other form of transportation that provides safe routes to schools and places of employment.

### Eligible Agencies

Community and Neighborhood Streets and Roads Subprogram proceeds will be allocated to each of the agencies listed below. Each of the cities and the County of Madera will receive an annual allocation of Measure T Renewal funding for the local street and road projects and programs using Community and Neighborhood Streets and Roads Subprogram funds.

- ✓ City of Chowchilla.
- ✓ City of Madera.
- ✓ County of Madera.

Distribution of these funds to each of the eligible agencies is based on population estimates released by the State of California Department of Finance.



## Performance Indicators

Each agency must determine how to improve their street and road systems considering various performance indicators and measures designed to identify level of service (LOS) deficiencies and safety issues and requirements. The agencies will be required to reflect needed project improvements within a 5-year Capital Improvement Program (updated annually). The 5-year Capital Improvement Programs will be submitted to MCTA as they are updated.

## Funding Allocation

The Community and Neighborhood Streets and Roads Subprogram consists of 15% of Measure T Renewal revenues estimated to be \$125.9 million during the first 30-years of the Measure. This amount is only 25% of the projected local streets and roads improvements need of \$507 million. The Authority will consider bonding of future revenues to accelerate this effort; and will encourage local agencies to consider bonding options. Bonding options by MCTA or the local agencies will comply with PUC 180000, CHAPTER 6. Bonds [180250 – 180264].

## Subprogram Disbursement Process/Requirements

- ✓ Funding Allocation Process:
  - Allocations made by the Authority to the local agencies will be based on the implementing agency's percentage share of the total County population as derived by the State Department of Finance.

## Eligible Projects

- ✓ Community and Neighborhood Streets and Roads Subprogram funding can be used on a wide variety of transportation projects and services including, but not limited to the following:
  - Lane widening.
  - Bridge Improvements.
  - Conversion to Higher Capacity Facility.
  - Gap Project.
  - Extension Facility.
  - Railroad Grade Separation Projects.
  - Operational improvements (traffic signals, shoulder improvements, channelization, round-a-bouts, passing lanes, fiber optics, signal coordination, intersection modifications, streetlights, etc.).
  - Safety improvements (street, road, highway, rail, other).
- ✓ Eligible investments would include all recognized project phases including, but not limited to the following:
  - Planning and environmental analysis.
  - Conceptual and Preliminary engineering.
  - Design engineering (PS&E).
  - Right-of-way acquisition, support and relocation.
  - Utilities relocation and undergrounding when required by local agency code
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
  - Consultants selected consistent with a local agency selection process.
  - Construction contractors selected consistent with a local agency selection process.
  - Labor, materials, and equipment for day labor.

- ✓ Other Requirements including, but not limited to the following:
  - Compliance check.
  - Fund accumulation and non-compliance requirements.
  - Claims process/disbursements.
  - Monitoring/reporting requirements.
  - Audit process.

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

Full eligibility will be included in the Authority's Strategic Plan as described in the Investment Plan.

## Subprogram 1C - Flexibility Subprogram

### Overview/Purpose

The intent of the Flexibility Subprogram is to recognize:

- ✓ Not every community in Madera County has the same transportation needs.
- ✓ Transportation needs can change over time.
- ✓ Local match funding is almost always a requirement for transportation funding grant programs, and the larger the match, the more competitive grant applications typically are.
- ✓ The Measure T program cannot possibly predict all the transportation needs within a community over time; agencies need flexibility to adapt to changing needs.

This Flexibility Subprogram is intended to give the three local agencies in Madera County flexibility to respond to each of these situations and more. It is intended to allow each agency to determine how to most effectively spend these transportation dollars. These funds can be used for projects or services that do not fit well within the other Measure T Programs, or they can be used to supplement those programs if the need is greater than the funds those Programs provide.

### Implementing Agencies

Flexibility Subprogram proceeds will be allocated to each of the agencies listed below. Each of the cities and the County of Madera will receive an annual allocation of Measure T Renewal funding for the improvement of projects and systems funded using Flexible Subprogram funds.

- ✓ City of Chowchilla.
- ✓ City of Madera.
- ✓ County of Madera.

### Funding Allocation Process

Allocations made by the Authority to the local agencies will be based on an implementing agency's percentage share of the total County population as derived by the State Department of Finance.

### Eligible Projects

Flexible Subprogram funding can be used on a wide variety of transportation projects and services including, but not limited to the following:

- ✓ Pedestrian/trails/bicycle facilities:
  - Pedestrian/trails/bicycle projects (new facilities or maintenance of existing facilities).
- ✓ Public transportation/mobility:
  - On-demand service/microtransit.
  - ADA/seniors/paratransit.
  - Vanpool programs.
  - Rideshare programs.

- Bus stop facilities.
- ✓ Transit Oriented Development (TOD) infrastructure improvements.
- ✓ EV fleet conversion/infrastructure.
- ✓ Underground infrastructure to accommodate internet connectivity.
- ✓ Litter abatement along streets, roads, or highways.
- ✓ Street maintenance/rehabilitation/expansion:
  - Eliminating bottlenecks in existing streets caused by inconsistent growth patterns.
  - Additional lanes in street and road projects.
  - Rehabilitation/maintenance/reconstruction projects.
  - Signals and other stop control devices or signage.
  - Safety improvements; vehicles, bikes, and pedestrians.
  - Medians.
  - Street trees and street landscaping.
  - Sidewalks and sidewalk repairs.
  - Street lighting.
  - Bridges (car and pedestrian).
  - Alleys (new and maintenance and repair of existing alleys).
  - Street striping including centerlines, fog lines, crosswalks, and bike lanes.
  - Intelligent Transportation Systems (ITS) elements or projects.
- ✓ ADA Compliance:
  - Curb cuts, ramps, and striping to remove barriers.
  - Other improvements necessary to meet transportation ADA standards and requirements.
  - Other special transportation services.
- ✓ Supplement other Measure Program Projects.
- ✓ Grade separations.
- ✓ Other transportation-related improvements/projects (street sweepers, detour equipment, etc.).
- ✓ Eligible investments would include all recognized project phases including, but not limited to the following:
  - Planning and environmental analysis.
  - Conceptual and preliminary engineering.
  - Design engineering (PS&E).
  - Right-of-way acquisition, support and relocation.
  - Utilities relocation.
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
  - Consultants selected consistent with a local agency selection process.
  - Construction contractors selected consistent with a local agency selection process.
  - Labor, materials, and equipment for day labor.
- ✓ Other requirements including, but not limited to the following:
  - Compliance check.
  - Fund accumulation and non-compliance requirements.
  - Claims process/disbursements.
  - Monitoring/reporting requirements.
  - Audit process.

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

Full eligibility will be included in the Authority's Strategic Plan described in the Investment Plan.

## Other Requirements

- ✓ **New Pedestrian Facilities:** Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure T funds shall strive to include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians. Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement. Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways, or equivalent facility on one side of the roadway. While facilities built on the State Highway system are exempt, inclusion of pedestrian facilities on State Highways is highly encouraged if they can be accommodated in a safe manner. The State of California will be the final decision maker on State Highway projects.
- ✓ **New Bicycle Facilities:** Every highway, expressway, super-arterial, arterial or collector within the County constructed or reconstructed in whole or in part with Measure T funds shall strive to include accommodations for bicycle travel either by a shared roadway or by bike lane if the route is designated in an approved Active Transportation Plan. A shared roadway includes a paved shoulder or a wide outside lane. On a city or county street, road or highway, or upon a State highway that is classified as freeway or urban area expressway and not already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class I separated bicycle path and appropriate Manual on Uniform Traffic Control Devices (MUTCD) signing and striping. Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County. While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within  $\frac{1}{4}$  mile or less of the severed route. While facilities built on the State Highway system are exempt, inclusion of bicycle facilities on State Highways is highly encouraged if they can be accommodated in a safe manner. The State of California will be the final decision maker on State Highway projects.
- ✓ **Maintained Pedestrian or Bicycle Facilities:** Any maintenance to a street, road, or highway funded in whole or in part by Measure T funds shall, to the extent possible, maintain the existing level of pedestrian and bicycle access, facilities and safety features along and across the street, road, or highway.

## Performance Indicators/Objectives

Performance criteria/objectives and performance measures will be developed as specified in each of the other Programs included in the Guidelines.

## Program 2 - Major Routes, Access and Safety Improvements Program

### Overview/Purpose

The Major Routes, Access and Safety Improvements Program is intended to provide funding to transportation improvement projects and/or programs on facilities or corridors of regional significance. These projects support the movement of goods, services, and people in Madera County. These projects are typically on the State Highway system or the regionally significant roadway system and are in or directly benefitting more than one jurisdiction or area of the County.

Due to the scale and scope of projects in this Program, the funding support from Measure T for this program is largely intended to act as a funding match for State and Federal program funding opportunities.

25% of the Measure T funds are allocated to Major Routes, Access and Safety Improvements Program projects and/or programs. These projects may also be supplemented by a local agency's Flexibility Subprogram funding allocation since Flexibility Subprogram funding can be applied to any transportation-related program or improvement project.

Major Routes, Access and Safety Improvements Program projects must be listed in the relevant Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which is updated every four years and amended as needed and adopted by the MCTC Policy Board. The projects within the RTP/SCS are selected through a process that evaluates safety, performance measures, equity, health, and cost effectiveness. The RTP/SCS addresses transportation needs and projects over a 25-year period.

This program identifies priority regional street and highway improvement projects to be implemented within the first 15 to 20 years or Phase 1 of the Measure Renewal. The projects may be funded with Measure, State Transportation Improvement Program (STIP), other State and federal funds, and/or other local transportation funding.

The investment objectives are to:

- ✓ Provide additional funds to make up anticipated shortfalls to meet regional street and highway improvement needs.
- ✓ Leverage discretionary State and federal funding from all available sources.
- ✓ Accelerate delivery of street and highway projects that may otherwise be delayed because of other funding shortages.

### Eligible Agencies

Major Routes, Access and Safety Improvements Program proceeds may be allocated by the Authority to implementing agencies in accordance with an executed agreement between the Authority and the implementing agency, which has agreed to plan for, design, and construct a Phase 1 project. If the Authority decides that it will deliver a Major Routes, Access and Safety Improvements Program Candidate Phase 1 Project, the Authority must identify such in the Annual Work Program and in the Transportation Improvement Program (TIP).

## Eligible Projects / Funding Allocation

Eligible projects for this Program include major regional street, road and highway improvements as listed in the 2022 RTP/SCS and to be included in future updates of the region's long-range transportation plan. The scope of these projects includes, but not limited to the following:

- ✓ Bridge improvements.
- ✓ Conversion to higher capacity facility.
- ✓ Gap projects.
- ✓ Lane widening.
- ✓ Extension facility.
- ✓ Railroad grade separation projects.
- ✓ Operational improvements (traffic signals, shoulder improvements, channelization, round-a-bouts, passing lanes, fiber optics, signal coordination, intersection modifications, streetlights, etc.).
- ✓ Interchange and interchange modification projects.
- ✓ Safety improvements (street, road, highway, rail, other).
- ✓ Smart corridors.
- ✓ Freeway service patrol.
- ✓ Public engagement, education programs, marketing.
- ✓ Intelligent Transportation System (ITS) improvements.
- ✓ New technology applications.
- ✓ Bonding costs, if applicable.
- ✓ Eligible investments would include all recognized Subprogram project phases including:
  - Planning and environmental analysis.
  - Conceptual and Preliminary engineering.
  - Design engineering (PS&E).
  - Right-of-way acquisition, support and relocation.
  - Utilities relocation and undergrounding.
  - Construction of any transportation-related project including alleys and unpaved road.
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
  - Consultants selected consistent with a local agency selection process.
  - Construction contractors selected consistent with a local agency selection process.
  - Labor, materials, and equipment for day labor.
- ✓ Necessary Authority oversight costs (MCTA/MCTC staff or consultant services to manage the delivery of Regional Highways, Streets and Roads Program projects financed using Measure funds).
- ✓ Other Requirements including:
  - Compliance check.
  - Fund accumulation and non-compliance requirements.
  - Claims process/disbursements.
  - Monitoring/reporting requirements.
  - Audit process.

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

During the first 15- to 20-years of the Measure Renewal, Phase 1 Candidate Projects (Phase 1) may be implemented by the local jurisdictions in coordination with the Authority and Caltrans (where applicable). Phase 1 projects to be implemented within the first 15 to 20 years of the Measure Renewal are included in Table 4 and graphically displayed in Figures 2 through 4 in the Measure T Renewal Investment Plan. The Phase 1 list of projects or future project phases will be delivered considering funding availability and project readiness. The table will be revised and updated during preparation of the biennial Measure T Renewal Strategic Plan (if needed). These projects will be funded using:

- ✓ Measure funding (approximately **\$102.5 million**).
- ✓ State funding from the State Transportation Improvement Program (STIP), SHOPP and other State, federal and local funding including developer fees expected over the 15-year period.

MCTC staff and the Steering Committee believe, based upon current assumptions, that such funding will be available to address this funding need. While greater than 50% of funding for the Phase 1 projects is needed to address project costs from other than Measure and State and federal funding opportunities, such as STIP, new growth and development throughout the County will be contributing to the total cost of Phase 1 project costs as part of local agency Traffic Impact Fee (TIF) programs. It is assumed that the remainder would be received from additional developer fees, and other State and federal funding.

These funding sources together result in more than \$201 million available for Phase 1 highway, street, and road improvement projects throughout the County. Additional projects are included in the RTP/SCS list of financially constrained projects. Additional projects will be considered for funding once Phase 1 projects have been programmed or implemented. During preparation of the biennial Strategic Plan updates, the Authority and MCTC will develop a detailed improvement program that specifies the timing and delivery of projects, or funding order considering project cost benefit, project readiness, funding availability, etc. A description of funding commitments and implementing guidelines for the Major Routes, Access and Safety Improvements Program are provided in the Implementing Guidelines.

The Authority will conduct biennial Major Routes, Access and Safety Improvements Program reviews and updates (if needed), the purpose of which will be to ascertain project delivery status, as well as validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary for these updates.

Beginning no later than 2041, the Authority will conduct a comprehensive public engagement process to help guide the effort to establish the list of projects to be funded during the second half of the 30-year period. No later than 2042, the Authority will adopt a list of projects to be funded during the second 15-year period. That same process will continue for each future 15-year period.

The Authority may consider bonding of future revenues if project needs and deliverability exceed cash flow.

### Disbursement Process/Requirements

Up to 25% of the Measure T funds are allocated to Major Routes, Access and Safety Improvements Program projects and/or programs. These projects may also be supplemented by a local agency's Flexibility Subprogram funding allocation since Flexible Subprogram funding can be applied to any transportation-related program or improvement project.



Allocations made by the Authority to implementing agencies will be based on the approved Phase 1 list of projects updated every fifteen (15) years beginning in Year fourteen (14) of the Measure T Renewal update or revision cycle.

The MCTA has agreed that the detailed scoping of eligible projects and/or programs under this Program will occur at the local level by the local agencies or Caltrans. Approval of a Capital Improvement Program (CIP) listing of eligible projects and/or programs, or an Annual Expenditure Plan (AEP), an Annual Work Program (AWP) or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly-noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency will strive to post the public notices and project information on their agency's website.

### Performance Indicators

Each agency must determine how to improve their street and road systems considering various performance indicators and measures designed to identify level of service (LOS) deficiencies and safety issues and requirements. The agencies will be required to reflect needed project improvements within a five-year Capital Improvement Program (updated annually). The 5-year Capital Improvement Programs (CIPs) will be submitted to MCTA as they are updated.

To ensure that Measure T funds are allocated appropriately and provide "measurable" outcomes, funding for a project may be deleted from the Phase 1 list of projects, if during an Implementation Plan update [which will occur every fifteen (15) years beginning in the fourteenth (14<sup>th</sup>) year of the cycle or sooner, if necessary], a detailed evaluation of the feasibility and likelihood of implementing a proposed project/program is not imminent, or if construction is not imminent within 15-years after the Measure passes. The funds would then be available for other projects reflected in the current RTP/SCS and to be identified during the Measure T Investment Plan update process.

### Other Requirements

#### ✓ **Claims Process/Disbursements**

All allocations of Measure T Major Routes, Access and Safety Improvements Program funds by the Authority to implementing agencies must be in accordance with an executed agreement between the Authority and the implementing agency, which has agreed to plan for, design, and construct a Phase 1 project. If the Authority decides that it will deliver a Major Routes, Access and Safety Improvements Program project, the Authority must identify such in the Annual Work Program and in the Transportation Improvement Program (TIP).

#### ✓ **Monitoring/Reporting Requirements**

Local agencies, Caltrans or the Authority claiming Measure T Major Routes, Access and Safety Improvements Program funds will be required to submit annual reports regarding the expenditure of Program funds for Phase 1 or future project phases during preparation of the Authority's Annual Work Program (AWP). It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have "leveraged" other funds for Measure transportation projects and/or programs.

In addition, the implementing agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority.

Major Routes, Access and Safety Improvements Program funds utilized to supplement projects or programs funded by one of the other Measure T programs will follow the reporting requirements of those programs.

✓ **Audit Process**

Local agency, Caltrans or Authority/MCTC expenditures under this program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq. Funds determined by an audit not to have been expended as provided for in an implementing agency's claim for Measure T Major Routes, Access and Safety Improvements Program funds shall be repaid in full plus interest that would have been accrued.

✓ **Incorporate Complete Street Components**

Implementing agencies recognize the need for complete streets and will accommodate elements that create a Complete Street wherever it is feasible within the scope of projects in the Major Routes, Access and Safety Improvements Program. A Complete Street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users including pedestrians, bicycles, transit vehicles, trucks, and motorists.

Complete Street components should adhere to established State, regional, or local guidelines as appropriate for an individual project unless a clear exception is documented and approved in the project development process.

The MCTC Complete Streets Policy published in 2018 provides a key framework and provides clear directives on project prioritization for the Madera County region while giving local jurisdictions flexibility in the design of specific programs or projects. The MCTC Complete Streets Policy complements the California Complete Streets Act of 2008, which requires the adoption of Complete Streets policies in the circulation elements of General Plans. Madera County has adopted the policy.

## Program 3 – Public Transit Program

### Overview/Purpose

The goal of this program is to provide effective, accessible public transit services that are affordable and offer a seamless travel experience for Madera residents. This program will expand or enhance mobility options for seniors, disabled persons, and other transit dependent populations and will offer alternatives that reduce single-occupancy vehicle trips and greenhouse gas (GHG) emissions and contribute to improved air quality.

Four percent (4%) of Measure T funding is projected to fund improvements to the existing and planned public transit systems in the urban areas and rural areas of Madera County. The Measure T allocation to this program will allow local agencies to be well-positioned to leverage and maximize State and federal funding.

### Implementing Agencies

- ✓ Public Transit Program proceeds will be allocated to the following agencies:
  - City of Chowchilla.
  - City of Madera.
  - Madera County.

MCTA may periodically prepare or update Transit Plans or other related regional documents. Such costs would come off the top of the annual program funding estimate.

Each agency will receive an annual allocation of Measure T funding for public transit service improvements. The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a demand-response service primarily within its city limits. The City of Madera operates Madera Metro fixed-route services and Madera Dial-A-Ride primarily serving the Madera Urbanized Area. Madera County operates Madera County Connection (MCC) inter-community fixed-route service and demand-response services that primarily serve the Chowchilla/Fairmead, Madera Urbanized Area, Eastern Madera County, and other unincorporated areas of Madera County. Performance measures will be used to determine if Public Transit Program funds are effective at reducing vehicle trips and vehicle miles traveled (VMT).

### Funding Allocation

Of the total funds available, not more than 4% of Measure T funds will be allocated to the Public Transit Program for public transit system services, programs, and/or projects.

Funds will be allocated annually based on an implementing agency's percentage share of the total County population as derived by the State Department of Finance.

Proposed projects must be included in an agency's Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), Short-Range Transit Plan, Regional Transportation Plan, Master Plan, or through a resolution approving an eligible project or list of projects and/or programs at a publicly-noticed meeting of each local agency (City Councils and the Board of Supervisors). Each local agency also will post the public notices and project information on their agency's website.

## Eligible Projects

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this program may only be allocated to a public transit-related project or program. Eligible projects and/or programs may include urban and rural fixed-route and demand-response operating needs and capital improvements for the general public, seniors, and disabled persons. Transit agencies will use the funds to address diverse operating and capital needs, including but not limited to the following:

- ✓ Core operations and capital improvements:
  - Route and demand-response improvements.
  - Evening and weekend service.
  - Cost-effective solutions to improve mobility in unserved or underserved areas.
  - Specialized transportation needs for seniors and disabled persons.
  - Safer access to public transit services.
  - Seamless fare media systems.
  - Transit fare subsidies (i.e., senior/disabled scrip program).
  - Fare payment options (i.e., vouchers for taxis or transportation provided by family/friends for those living in remote rural locations where it may not be financially feasible to provide regular bus service).
  - Fleet improvements, replacements/expansions, conversion to clean technologies.
  - Bus stop and signage enhancements.
  - Bus shelters and related amenities.
  - Bus turnouts.
  - Multi-modal transportation services and facilities.
  - Infrastructure improvements and development.
  - Other projects related to the delivery of public transit services or programs.
  - Transit safety enhancements.
  - Transit support facilities.
  - Regional planning, studies, and grant writing (MCTA/MCTC staff or consultant services).
  - Local agency planning, studies, and grant writing.
  - Public engagement, education programs, marketing.
- ✓ New/innovative public transit services/systems:
  - Service optimization with transportation network companies (i.e., Uber; Lyft).
  - Autonomous shuttles/vehicles.
  - First/last-mile connections.
  - Microtransit - flexible routing and scheduling.
  - Shared "rides."
  - Shared "vehicle" rentals.
  - Transit signal priority.
  - Dedicated bus lanes.
- ✓ Large transit and multi-modal projects:
  - Bus rapid transit.
  - Light rail transit.
  - Amtrak access facilities (i.e., pedestrian; bike, etc.).
  - Multi-modal mobility hubs.

- Other new technology applications.
- ✓ Eligible investments (i.e., all recognized project phases):
  - Planning and environmental analysis.
  - Conceptual, preliminary and design engineering (PS&E).
  - Right-of-way acquisition, support, and relocation.
  - Utilities (including relocation).
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
- ✓ Other eligible expenditures:
  - Claims process/disbursements.
  - Monitoring/reporting requirements.
  - Audit process.

Indirect costs (as defined by 2 CFR Part 200) and retroactive costs will not be considered eligible expenses.

Full eligibility will be included in the Authority's Strategic Plan described in the Investment Plan.

### Performance Indicators

Eligible projects will be evaluated based on performance measures noted below to ensure that Measure T funds are allocated to effective programs that provide "measurable" results in reducing single-occupancy vehicle use.

California law requires that a performance audit of transit operators be conducted every three (3) years to evaluate the efficiency and effectiveness of their operations and activities. While many performance measures may be used to evaluate transit performance, five (5) performance measures prescribed by California law may be used as metrics for Public Transit Program services and projects, as follows:

1. Operating Cost per Passenger.
2. Operating Cost per Vehicle Service Hour.
3. Passengers per Vehicle Service Hour.
4. Passengers per Vehicle Service Mile.
5. Vehicle Service Hours per Employee.

The use of transit performance measures to evaluate urban and rural transit operations must consider each agency's unique operating environment, geographic service area characteristics, and demographics. Less densely populated rural cities and unincorporated communities, for example, typically require transporting riders longer distances compared to more densely populated urban areas. As a result, operating costs per passenger and per hour may be significantly higher for rural versus urban operators.

Performance measures will be an essential tool for evaluating annual performance and observing performance trends of diverse urban and rural transit operations and projects. In addition, this evaluation will play an integral role in refining performance measures and determining the effectiveness of the Public Transit Program funded by Measure T.

## Program 4 – Safe Routes to School and Pedestrian and Bike Safety Program

### Overview/Purpose

The Safe Routes to School and Pedestrian and Bike Program aims to provide additional funding for bike, pedestrian, and trail facilities and services and safe routes to schools that will increase safety, which will reduce automobile trips and vehicle miles traveled, thereby improving air quality, reducing greenhouse gas emissions, and improving health. Improvements to the existing and planned pedestrian, trail, and bicycle systems have gained prominence around the State and within Madera County. As a result, there are significant opportunities for funding these types of projects using State and federal funds. The Measure T allocation to this Program will provide additional opportunities for the local agencies to leverage State and federal funding.

Approximately 4% of Measure T Renewal funding is provided to fund improvements to the existing and planned bike, pedestrian, and trail systems.

### Eligible Agencies

Safe Routes to School and Pedestrian and Bike Program proceeds will be allocated to each of the following agencies. Each of the cities and the County of Madera will receive an annual allocation of Measure T Renewal funding to improve Safe Routes to School and Pedestrian and Bike Program projects and systems. In addition, MCTA and MCTC may receive funding to prepare the RTP/SCS and develop and apply performance criteria to determine if the Measure T funding effectively reduces vehicle trips and vehicle miles traveled (VMT).

- ✓ City of Chowchilla.
- ✓ City of Madera.
- ✓ County of Madera.

MCTA may periodically prepare or update Active Transportation Plans (ATPs) or other related regional documents. Such costs would come off the top of the annual program funding estimate.

### Funding Allocation

Not more than 4% of available Measure T funds will be allocated to the Safe Routes to School and Pedestrian and Bike Program for bicycle, pedestrian, and trail projects. Allocations will be made annually based on population as derived by the State Department of Finance.

- ✓ Any allocations made to the Authority and MCTC to develop performance objectives will be paid to the two (2) agencies based on actual costs of staff or consultant time and expenses.
- ✓ Any allocations to MCTC to prepare or update the Madera Regional Active Transportation Plan will be paid to MCTC based on actual costs of staff or consultant time and expenses.
- ✓ Inclusion of projects in an approved budget or related program.
- ✓ Active Transportation projects shall be included in a local agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), or Annual Budget, or by a resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency.

- ✓ The Authority and MCTC shall include the development of performance measures or criteria in its annual budgets or Overall Work Program (OWP).
- ✓ MCTC shall include the development or Update of the Madera Regional Active Transportation Plan in its annual budget or Overall Work Program (OWP).

### Active Transportation Plan Requirements

By January 1, 2030, all jurisdictions within Madera County will have updated and/or adopted an Active Transportation Plan for Trail, Bicycle, and Pedestrian Facilities that promotes connectivity and Complete Streets within all of Madera County and its urban areas. Measure T Renewal funds may be used, but not limited to the following activities:

- ✓ Development or update of a local agency's Active Transportation Plan.
- ✓ Development or update of the Madera Regional Active Transportation Plan.

The Active Transportation Plan or Madera Regional Active Transportation Plan will be the guiding documents for upgrade and/or installation of such facilities.

Should any jurisdiction fail to meet this requirement, the allocated funds for the Active Transportation facilities shall be withheld by the Authority until the jurisdiction complies.

### Earmark Thresholds

Jurisdictions with a population of less than 25,000 are exempt from the allocated funds for Active Transportation Program. These funds revert to the Flexibility Subprogram upon request from the agency. Specifics regarding thresholds will be included in the Strategic Plan.

### Eligible Projects

The following transportation projects (but not limited to) are eligible for Active Transportation funding:

- ✓ Active Transportation Plans and Studies (local agency staff or consultant services).
- ✓ Regional Active Transportation Plan (MCTC/MCTA staff or consultant services).
- ✓ Bikeway, trails, and path projects.
- ✓ Pedestrian facilities (sidewalks, other).
- ✓ Projects that enhance Safe Routes to Schools.
- ✓ Safety projects.
- ✓ Protected facilities.
- ✓ Traffic control devices.
- ✓ Initial installation of the lighting for bike/ped facilities.
- ✓ Signage.
- ✓ Shoulder improvements.
- ✓ Curb ramps, accessible pedestrian signals (APS), other related improvements.
- ✓ Public engagement, education programs, marketing.
- ✓ New technology applications.
- ✓ Development and application of performance measures or criteria by the MCTA and MCTC.

- ✓ Eligible investments would include all recognized project phases including:
  - Planning and environmental analysis.
  - Conceptual and preliminary engineering.
  - Design engineering (PS&E).
  - Right-of-way acquisition, support and relocation.
  - Utilities relocation.
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
  - Consultants selected consistent with a local agency selection process.
  - Construction contractors selected consistent with a local agency selection process.
  - Labor, materials, and equipment for day labor.
- ✓ Other Requirements:
  - Compliance check.
  - Fund accumulation and non-compliance requirements.
  - Claims process/disbursements.
  - Monitoring/reporting requirements.
  - Audit process.

Indirect costs (as defined by 2 CFR Part 200) and retroactive costs will not be considered eligible expenses.

Full eligibility will be included in the Authority's Strategic Plan described in the Investment Plan.

### Allocations for Active Transportation Facilities

Measure T funds may be used for new construction, improvements to and maintenance of Safe Routes to School and Pedestrian and Bike Program facilities, and for updates of the Active Transportation Plans.

### Class I, II, III, and IV Definitions

Refer to Caltrans Highway Design Manual (HDM) Chapter 1000 for definitions and design and construction guidance of the 2015 California State Parks Accessibility Guidelines, or similar guidance documents. The link is provided below.

[https://www.parks.ca.gov/pages/1008/files/2015\\_california\\_state\\_parks\\_accessibility\\_guidelines.pdf](https://www.parks.ca.gov/pages/1008/files/2015_california_state_parks_accessibility_guidelines.pdf)

### Requirements Applying to All Facilities Utilizing Any Measure T Program Funds

All streets and roads constructed, improved, or maintained in whole or in part with Measure T funds may consider Complete Street features. A Complete Street is defined as a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers.



## Maintained Pedestrian or Bicycle Facilities

Any maintenance to a street, road, or highway funded in whole or in part by Measure T funds are encouraged to maintain the existing level of pedestrian and bicycle access, facilities and safety features, along and across the street, road, or highway.

### Flexibility if Needs Are Met

Every five (5) years the Authority will review the status of all jurisdictions' Active Transportation Plans.

If the Authority determines that a jurisdiction's Active Transportation Plan is less than five-years old when last adopted, and the Active Transportation Plan has been completed or updated at each of these five-year marks, the earmark or allocation requirements are suspended until the next evaluation and funding will revert to the Flexible Subprogram of the local jurisdiction.

- ✓ "On-Going Maintenance" is defined as including:
  - Tree and shrub trimming, tree stake retying, replacement, or removal.
  - Fertilizing and weed control chemicals and their application.
  - Weed removal.
  - Potholes, breaks in the asphalt surface, or tree root uplifting.
  - Irrigation system repair and upkeep (repair breaks, missing heads).
  - Repair or reset timers.
  - Replace or repair stolen or damaged wires.
  - Litter removal.
  - Replace burned out light bulbs.
  - Restriping any median lines.
  - Paying for the cost of water or electricity for Active Transportation features and amenities only such as trail lighting, drinking fountains, etc.
  - Maintenance at adjacent trail heads or parks.
- ✓ "On-Going Maintenance" does not include:
  - Resurfacing of asphalt, except for spot repairs such as a broken water line.
  - Installing or replacing signing.
  - Paying for the cost of water or electricity for street sweeping or street lighting.

### Performance Indicators

Performance indicators include but are not limited to the following:

- Miles of missing "path of travel" completed.
- Miles of safe routes to schools completed.
- Miles of new bike lanes, paths, or trails.
- Miles of trail or bike lanes maintained.
- Miles of new bike lanes included on new road projects.
- Timely use of funds.
- Cost per mile.
- Matching funds obtained.
- Number of users on the facilities.

## Program 6 – Clean Air and New Technologies Program

### Overview/Purpose

The Clean Air and New Technologies Program is intended to provide funding to transportation improvement projects and/or programs able to foster or utilize new and emerging transportation technologies. These projects include, but are not limited to, technological advances in public systems, safety features, fuel efficiencies and alternatives, intelligent transportation system (ITS) applications, information dissemination, and projects that facilitate non-single-occupancy-vehicle travel and encourage sustainable land use development. In addition, in order to preserve the transportation investments made by the voters in Madera County, and maintain a livable and enjoyable living environment, the Measure also provides funding to encourage local governments/Caltrans to remove litters from the roadways.

Due to the evolving State and federal funding climate related to new transportation technologies, projects in this program are expected to be supported by Measure T funding as matching funds to leverage access to these new and emerging State and federal program funding opportunities.

Providing a separate program for clean transportation and new technologies in no way implies these are the only funds within Measure T dedicated to these purposes. In fact, each of the previous five programs all contain elements or provisions to improve air quality and reduce GHG emissions. This program will provide funds over and above those contained within those five programs.

### Eligible Agencies

The agencies listed below are eligible for Program funding.

- ✓ City of Chowchilla.
- ✓ City of Madera.
- ✓ County of Madera.

MCTA may periodically prepare or update Regional Zero-Emission Vehicle Readiness and Implementation Plan or other related regional documents. Such costs would come off the top of the annual program funding estimate.

### Funding Allocation

Funding will be allocated annually to each of the eligible agencies based on population as derived by the State Department of Finance.

### Disbursement Process/Requirements

No more than 3% of the Measure T funds are allocated to the Clean Air and New Technologies Program projects and/or programs. These projects may also be supplemented by a local agency's Flexibility Subprogram funding allocation since Flexible Subprogram funding can be applied to any transportation-related program or improvement project. The allocation is based on the annual population of Madera County's three jurisdictions as derived by the State Department of Finance.

## Eligible Projects

Eligible projects for this program include but are not limited to, the following:

- ✓ Incentives to form and join carpools.
- ✓ Incentives to form and join vanpools.
- ✓ Incentives to form and join agricultural worker vanpools/CalVans.
- ✓ Incentives to encourage telecommuting.
- ✓ TOD incentive grants.
- ✓ Charging stations, hydrogen fueling, CNG, etc.
- ✓ Litter abatement matching funds.
- ✓ Public engagement, education programs, marketing.
- ✓ Clean vehicle power support facilities.
- ✓ Microgrid/solar EV battery charging.
- ✓ Micro mobility hubs (are designed to provide and identify a range of connected travel choices).
- ✓ Innovations in micro mobility (bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles).
- ✓ Increased opportunities for telecommuting.
- ✓ Future technology improvements.
- ✓ Broadband infrastructure for telecommuting and education facility purposes.
- ✓ Marketing, public engagement, & education activities.
- ✓ Regional Zero-Emission Vehicle Readiness and Implementation Plan.
- ✓ Local agency Zero-Emission Vehicle Readiness and Implementation Plans.
- ✓ Other new technology applications.
- ✓ Other clean transportation applications.
- ✓ Eligible investments would include all recognized project phases including:
  - Planning and environmental analysis.
  - Conceptual and preliminary engineering.
  - Design engineering (PS&E).
  - Right-of-way acquisition, support and relocation.
  - Utilities relocation.
  - Construction of any transportation-related project including alleys and unpaved road.
  - Inspection of construction engineering.
  - Direct staff time (salary and benefits).
  - Consultants selected consistent with a local agency selection process.
  - Construction contractors selected consistent with a local agency selection process.
  - Labor, materials, and equipment for day labor.

Indirect costs (as defined by 2 CFR Part 200) and retroactive costs will not be considered eligible expenses.

Full eligibility will be included in the Authority's Strategic Plan described in the Investment Plan.

## Performance Indicators

Performance indicators vary widely for the eligible projects listed in this Program. The primary indicators may include, but are not limited to the following:

- ✓ Reduced vehicle miles traveled (VMT).
- ✓ VMT per capita.
- ✓ Reduced GHG emissions.
- ✓ Average vehicle occupancy.
- ✓ Transit accessibility.
- ✓ Bicycle and pedestrian mode share.
- ✓ Carbon intensity.
- ✓ Mixed land uses.
- ✓ Land consumption.

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## Citizens' Oversight Committee

### Committee Purpose

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

### Administrative Issues

#### ✓ **Committee Formation**

- The Committee will be formed within six (6) months upon collection of Measure T Renewal funding or when bonding is approved by the Authority.
- The Citizens' Oversight Committee (Committee) shall not be amended out of the Investment Plan.
- Meetings will commence when Measure revenues are recommended for expenditure, including Investment Plan updates.

#### ✓ **Selection and Duties of Committee Chair and Vice Chair**

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term.
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings.
- The duties of the Vice Chair will be to perform the same duties described above in the absence of the Chair.

#### ✓ **Committee Meetings**

- The Committee will hold at least one (1) formal meeting annually, with additional meetings scheduled as needed by the Committee.
- All Committee meetings must be held in compliance with the Ralph M. Brown Act.
- All meetings will be conducted per "Robert's Rules of Order."

#### ✓ **Subcommittee Requirements**

- Subcommittees: The Committee may elect to form subcommittees to perform specific parts of its purpose.
- All subcommittees shall have an odd number of members.

### Committee Membership and Quorum

#### ✓ **Membership**

The Committee shall be composed of seven (7) members including:

- Two (2) at-large public members.
- Five (5) representatives; one (1) from each of the Madera County Supervisorial Districts.

#### ✓ **Quorum**

- A quorum will be no less than four (4) members of the Committee.
- An action item of the Committee may be approved by a simple majority of those present, if the number exceeds the quorum requirement of four (4).

## Membership Selection

- ✓ **Selection Committee**
  - Committee members will be selected by the Madera County Transportation Authority.
- ✓ **Recruitment Process**
  - Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed sixty (60) days in advance of the application process pursuant to Public Utilities Code Section 99238.
  - Potential members must submit an application to the MCTA.
  - The MCTA staff will screen all applications and recommend candidates for membership on the Committee to the MCTA Board of Directors for approval.
- ✓ **Term of Membership**
  - Terms of membership will be for four (4) years. No member in good standing may serve more than twelve (12) years.
  - To maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with three (3) of the members to serve a four-year term, four (4) of the members to serve a two (2) year term.
  - Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings for over a twelve (12)-month period may be replaced with a new member selected by the MCTA Board of Directors.
  - If a member position on the Committee becomes vacant, the MCTA Board of Directors will fill the vacant position within ninety (90) days of the date when the position became vacant or as soon as possible.
  - Proxy voting will not be permitted.
  - Members will receive compensation in the amount of \$50 for each meeting attended.
- ✓ **Eligibility**
  - U.S. citizen 18 years of age or older who resides in Madera County.
  - Not an elected official at any level of government.
  - Not a public employee at any State, County, or local City agency.
  - Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority.

## Staffing

- ✓ Authority will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee.
- ✓ Authority services and any necessary outside services will be paid using the Madera County Transportation Authority's Measure Administration Program revenues.
- ✓ Expert staff will be requested to provide information and make presentations to the Committee, as needed.
- ✓ The cities and County of Madera shall each provide to the Citizens' Oversight Committee, on an annual basis, and in a timely fashion, at least two (2) weeks prior to the meeting of the Citizens' Oversight Committee, a specific report on the local jurisdiction's budget for Measure funds and financial report on those funds.
- ✓ The precise format of the report may be based on report formats for other jurisdictional monitoring but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Madera.

## Responsibilities

The Committee may receive, review, and recommend any action or revision to plans, programs, audits, or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- ✓ Receive, review, inspect, and recommend action on independent financial and performance audits related to the Measure.
- ✓ Receive, review, and recommend action on other periodic reports, studies, and plans from responsible agencies. Such reports, studies, and plans must be directly related to Measure programs, revenues, or expenditures.
- ✓ Review and comment upon Measure expenditures to ensure that they are consistent with the Investment Plan.
- ✓ Annually review how sales tax receipts are spent and publicize the results.
- ✓ Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report.

# EXHIBIT C

## Ordinance

01201.0005/797115.4



**BEFORE THE  
MADERA COUNTY  
2006 TRANSPORTATION AUTHORITY  
ORDINANCE NO. 2022-01**

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

**WHEREAS**, 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, improve air quality, and provide safe and affordable transportation options for all residents throughout Madera County; and

**WHEREAS**, Measure T provides approximately over \$12 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**, keeping roads and highways in good condition and enhancing mobility helps protect public safety by allowing police, firefighters, and ambulances to respond quickly to emergencies and ensuring first responders are not stuck in traffic or slowed-down by failing infrastructure; and

**WHEREAS**, public transit is a lifeline for senior citizens and people with disabilities that depend on affordable buses, paratransit and dial-a-ride to get to doctor's appointments, the grocery store, and to remain independent when they cannot drive; and

**WHEREAS**, Madera County's transportation system is the backbone of our regional economy, allowing local farmers and businesses to move produce and products to market, creating good jobs for local residents; and

**WHEREAS**, since it was approved by voters, Measure T has required a clear system of accountability, including a Citizen's Oversight Committee and annual independent audits to ensure that the money from the measure has been spent appropriately and in accordance with the voter-approved expenditure plan; and

**WHEREAS**, in the past 30 years, Madera County's population has nearly doubled, and experts forecast that it will continue to grow at a fast rate requiring continued investment in local highways, interchanges, and major streets to keep up with this growth, enhance mobility, and protect local quality of life; and

**WHEREAS**, Measure T was approved with a 20-year expiration date and this funding will soon expire unless renewed by voters; and

**WHEREAS**, if Measure T funding expires, City of Chowchilla, City of Madera, and Madera County will lose a major source of funding for fixing potholes, paving and maintaining streets and roads, reducing enhancing mobility, improving highway interchanges, retrofitting older bridges and overpasses, improving highway safety, providing students with safe routes to schools, keeping public transit affordable and improving bicycle and pedestrian safety; and

**WHEREAS**, if Measure T funding expires, Madera County will not have the local matching funds needed to compete for an estimated \$600 million in State and Federal transportation funding and those funds would go to other communities like Los Angeles and San Francisco; and

**WHEREAS**, the Madera County 2006 Transportation Authority (the “Authority”) desires to submit to the voters at the General Municipal Election on November 8, 2022, a ballot measure to consider adopting a proposed ordinance to renew Measure T (“Measure T Renewal”); and

**WHEREAS**, renewing Measure T without increasing the tax rate will continue locally controlled funding for transportation repairs and improvements; and

**WHEREAS**, renewing Measure T until ended by a vote of the electorate will ensure such funding for as long as voters desire to complete all the projects contemplated by the measure renewal; and

**WHEREAS**, essential purchases like food and groceries are exempt from the Measure T ½ cent sales tax, helping to ensure the cost is not a burden to those on fixed or limited incomes; and

**WHEREAS**, the Measure T ½ cent sales tax is paid by both residents and visitors shopping in Madera County, including visitors traveling to and from Yosemite, to ensure all users of local roads and transportation infrastructure contribute; and

**WHEREAS**, a measure to renew Measure T funding will continue to require strict fiscal accountability protections including a Citizen's Oversight Committee, annual independent audits and public disclosure of all spending; and

**WHEREAS**, if Measure T is renewed, by law, all of the money must stay in Madera County for local transportation improvements only and cannot be taken away by the State or used for other purposes; and

**WHEREAS**, California Public Utilities Code Section 180201 provides that after approval of a proposed retail transactions and use ordinance by the Authority the

proposed tax ordinances must be approved by a two-thirds majority vote of the electors at a special election; and

**WHEREAS**, the Authority wishes to have the voters consider the Measure T Renewal at a General Municipal Election to be held on November 8, 2022, with the renewal tax to commence following expiration of the current tax; and

**NOW THEREFORE, THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY ORDAINS AS FOLLOWS:**

**NOW THEREFORE, THE PEOPLE OF THE COUNTY OF MADERA ORDAIN AS FOLLOWS:**

### **SECTION 1**

**Purpose and Intent.** The purpose of this Ordinance is to implement State law allowing the voters to decide upon a one-half of one percent (1/2%) county wide transaction and use tax to be used to finance street, road, highway, public transit, and transportation improvements within the incorporated and unincorporated areas of Madera County, California, as further described in this Ordinance.

### **SECTION 2**

**Countywide Transaction, and Use Tax.** There is hereby imposed in the incorporated and unincorporated territory of the County of Madera (“the territory of the Authority”), a transaction and use tax at the rate of one-half of one percent (1/2%) in addition to any existing or future authorized state or local sales tax or transaction and use tax, in accordance with Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and as authorized by Section 180206 of the Public Utilities Code.

### **SECTION 3**

**Use of Tax Proceeds.** Proceeds of the tax imposed by this Ordinance shall be deposited into the appropriate fund of the Madera County 2006 Transportation Authority and shall be used for the following purposes and projects, as described more particularly in the 2022 Measure T Renewal Investment Plan, dated July 20, 2022, and prepared by the Madera County Transportation Authority (“Investment Plan”), which is incorporated herein by this reference as though fully set forth herein, and as that Investment Plan may be amended from time to time pursuant to applicable law:

- A. The revenue from the transaction and use tax shall be allocated by the Authority as follows: for street, road, highway, public transit, clean air, new technology, and other transportation-related improvements within the incorporated and unincorporated areas of Madera County; for all purposes related to such improvements, including, but not limited to, administration

of the transaction and use tax, legal actions relating to the transaction and use tax, planning, design, engineering, environmental review, and construction. The revenue from the transaction and use tax shall also be used to reimburse the County of Madera for the County's costs in conducting an election called by the Board of Supervisors regarding the imposition of the transaction and use tax.

- B. The Authority shall annually divide the transactions and use tax revenues among the incorporated cities located within the County of Madera, and with the County of Madera (except for those funds allocated to the Major Routes, Access and Safety Improvements Program). The division of funds shall be on the basis of the percentage of total County population residing within the jurisdiction of the respective incorporated cities and within the unincorporated areas of the County of Madera. For purposes of calculating these percentages, the Authority shall rely on the then-current population figures furnished by the State Department of Finance.

The governing bodies of the respective cities, and of the County of Madera, shall designate the particular application of funds allocated to their jurisdiction, for street, road, highway, public transit and other transportation related improvement programs, purposes, and projects, subject to the approval of the Authority, as reflected in the 2022 Measure T Renewal Investment Plan Implementing Guidelines.

- C. Funds allocated for street, road, highway, public transit, and other transportation-related improvement programs, purposes, and projects shall be allocated according to the following formula:

- (1) 62.5 percent - Community & Neighborhood Streets & Road Program to be allocated as follows:

35% of the Measure funding will be allocated to the Local and Neighborhood Street Maintenance & Pothole Repairs Subprogram for "Fix-It-First" activities and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities.

15% of the Measure funding will be allocated to the Community & Neighborhood Streets and Roads Subprogram for needs that each of the cities and Madera County can allocate to other street and road improvements (including Maintenance Districts).

12.5% of the Measure funding will be allocated to the Local Flexibility Subprogram for transportation needs including local streets and roads, rehabilitating aged local systems and other local street and road improvements, safe routes to school improvements, pedestrian, bicycle, and trail improvements, enhanced public transit

improvements, and/or other transportation improvements so that they can address their own individual transportation needs over the life of the Measure.

- (2) 25 percent - Major Routes, Access and Safety Improvements Program to be allocated for improvements on major corridors, interchange modifications, and other improvement projects along State Highways, and major arterials throughout the County. These projects will enhance connections within the urban area and access between the cities and rural communities.
- (3) 4 percent - Public Transit Program to be allocated to transit systems and services throughout the County, including Chowchilla Transit, Madera Transit, and Madera County Connection.
- (4) 4 percent - Safe Routes to School and Pedestrian and Bike Safety Program will be allocated for improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements.
- (5) 3 percent - Clean Air and New Technology Program for clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.
- (6) 1.5 percent - Administration and Planning Program for administration and planning activities of the Authority and Madera County Transportation Commission.

- D. Transactions and use tax revenues, once divided as set forth in Section 3, Paragraph C, herein, shall thereafter be segregated into separate funds for each of the respective entities: the incorporated cities located within the County of Madera, and the unincorporated areas of the County of Madera.

#### **SECTION 4**

**Collection of Tax.** The Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incidental to the administration and operation of this Ordinance, including collection of the additional transaction and use tax imposed by this Ordinance.

#### **SECTION 5**

**Effective and Operative Dates.** This Ordinance shall become operative, if approved by a two-thirds majority vote of the electors, on the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance. The provisions of this Ordinance pertaining to the collection of transactions and use taxes will become effective, and such taxes will begin being collected on April 1, 2027.

## **SECTION 6**

**Term.** The provisions of this Ordinance pertaining to collection of the transactions and use tax shall be in force and in effect until terminated by a vote of the electors. This Ordinance may be terminated earlier by a majority vote of the Authority members, if the members determine, following a public hearing, that the purposes of the tax have been fulfilled and that an earlier termination is in the public interest and there are no obligations outstanding.

Notwithstanding that this Ordinance, including the transaction and use tax, may be terminated by voters or the Authority as provided herein, the transaction and use tax or any portion of it, if permitted, shall continue in effect until all contractual obligations related to it are fulfilled. Nothing contained in this Ordinance, including termination of the transactions and use tax, shall permit or be deemed or construed to allow an impairment of any contract for the issuance of bonds or other indebtedness (or alter or affect any provision, condition or covenant in any contract for the issuance of bonds or other indebtedness, or affect or impair any rights, powers or remedies thereunder), it being the intent hereof that the provisions of any such contract shall each continue in full force and effect, with the transaction and use tax continuing in effect until such contractual obligations are paid and such covenants are no longer in effect.

## **SECTION 7**

**Appropriation Limit.** The maximum annual appropriation limit for the Authority is \$30,000,000 (Thirty Million Dollars), subject to adjustment or increase as provided by law.

## **SECTION 8**

**Implementation.** Upon approval of this Ordinance by two-thirds majority of the voters, the Authority may adopt policies and take such other action for the implementation of the one-half of one percent (1/2%) transaction and use tax authorized by this Ordinance.

## **SECTION 9**

**Bonds.** The Authority is hereby authorized to issue bonds to finance expenditures to carry out the purposes of this transactions and use tax, in accordance with the terms and conditions specified in California Public Utilities Code Section 180250 *et. seq.*, successor legislation and/or as permitted by applicable law. Bonds are authorized in the maximum amount permitted by law to fund the projects authorized in the Investment Plan. Bonds, bond anticipation notes or other indebtedness may be issued prior to collection of the tax to fund projects secured or paid in whole or in part, as the case may be, by future bonds, tax revenues, other available revenues and/or capitalized interest to the extent permitted by applicable law.

## **SECTION 10**

**Interpretation.** This Ordinance is to be interpreted to accomplish, among other purposes, the following:

- A. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 7285.9 of Part 1.7 of Division 2 which authorizes the Authority to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. 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 that those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a retail transactions and use tax Ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the California Department of Tax and Fee Administration 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 California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.
- D. 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 this Ordinance.

## **SECTION 11**

**Contract with State.** Prior to the operative date of this Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax Ordinance, provided that if the Authority shall not have contracted with the California Department of Tax and Fee Administration 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 the contract.

## **SECTION 12**

**Transactions Tax Rate.** For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the Authority (i.e. Madera County, including the incorporated cities and the unincorporated area of the County) at the rate of one-half of one percent (1/2%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail on and after the operative date of this Ordinance.

## **SECTION 13**

**Place of Sale.** For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer (seller) 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. 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 shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

## **SECTION 14**

**Use Tax Rate.** An excise tax is hereby imposed on the storage, use or other consumption, in the incorporated and unincorporated territory of the County (i.e. the territory of the Authority), of tangible personal property purchased from any retailer on and after the operative date of this Ordinance, for storage, use, or other consumption at the rate of one-half of one percent (1/2%) of the sales price of the property. 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 15**

**Adoption of Provisions of State Law.** All of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein, except as otherwise provided in this Ordinance and except as such provisions are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code.

## **SECTION 16**

**Limitations on Adoption of State Law and Collection of Use Taxes.** In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:



- A. Wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefor. There shall be no such substitution made, however, when:
- (1) The word "State" is used as part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California.
  - (2) 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.
  - (3) 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 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 provisions of that code;
  - (4) Appearing in Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.
- B. The words "Authority's territory" or "Madera County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 of the Revenue and Taxation Code and in the definition of that phrase in Section 6203.
- C. "A retailer engaged in business in the Authority" 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.

## **SECTION 17**

**Permit Not Required**. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional seller's permit shall not be required by this Ordinance.

## **SECTION 18**

Exemptions and Exclusions.

- A. There shall be excluded from the measure of the transactions tax and the use tax 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 or the amount of any state-administered transactions or use tax.
- B. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
  - (1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county of Madera in which sale is made directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
  - (2) Sales of property to be used outside the incorporated and unincorporated territory of the Authority which is shipped to a point outside the territory of the Authority, pursuant to the contract of sales, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For purposes of this paragraph, delivery to a point outside the territory of the Authority shall be satisfied:
    - (a) With respect to 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 Chapter (commencing with Section 9840) of Division 3.5 of the Vehicle Code by registration to an address outside the territory of the Authority and by a declaration under penalty of perjury, signed

by the buyer, stating that such address is, in fact, the buyer's principal place of residence; and

- (b) With respect to commercial vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, by registration to a place of business outside the territory of the Authority and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
  - (3) The sale of tangible personal property 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.
  - (4) A lease of tangible personal property which is a continuing sale of such property 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.
  - (5) For the purposes of subsections (3) and (4) of this section, 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 of lease upon notice, whether or not such right is exercised.
- C. There is exempted from the use tax imposed by this Ordinance the storage, use, or other consumption in the territory of the Authority of tangible personal property:
- (1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax Ordinance.
  - (2) Other than fuel or petroleum products, purchased by operators of aircraft, and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons 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. This exemption is in addition to the exemptions provided in Section 6366 and 6366.1 of the Revenue and Taxation Code.
  - (3) 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.

- (4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
  - (5) For the purposes of subsections (3) and (4) of this section, storage, use, or other consumption, 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 such right is exercised.
  - (6) Except as provided in subsection (7) of this section, a retailer engaged in business in the territory of the Authority 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 territory of the Authority or participates within the territory of the Authority 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 canvasser, solicitor, subsidiary, or person in the territory of the Authority under the authority of the retailer.
  - (7) "Retailer engaged in business in the Authority" shall also include any retailer 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 Chapter 2 (commencing with Section 9840) of Division 3.5 of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licensed the vehicle, aircraft, or vessel at an address in the territory of the Authority.
- D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for a transactions tax paid to a district imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

## **SECTION 19**

**Amendments.** 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 of Division 2 of the Revenue and Taxation

Code, all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Division 19 of the Public Utilities Code shall automatically become a part of this Ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

**SECTION 20**

**Enjoining Collection Prohibited.** No injunction, 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 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

**SECTION 21**

**Accountability Measures.** Pursuant to and in compliance with the provisions of Government Code Section 50075.1, the Authority hereby establishes the following accountability measures pertaining to the levy of the Special Tax described in Section 2 this Ordinance:

(i) Such Special Tax shall be levied for the specific purposes set forth in Sections 1 and 3 hereof.

(ii) The proceeds of the levy of such Special Tax shall be applied only to the specific purposes set forth in Section 1 and 3 hereof.

(iii) The Authority shall establish an account or accounts into which the proceeds of such Special Tax shall be deposited.

(iv) The Executive Director and/or Chief Fiscal Officer shall annually file a report with the Board as required pursuant to Government Code Section 50075.3.

**SECTION 22**

**Severability.** If any section, part, clause, or phrase of this Ordinance is for any reason field invalid or unconstitutional, the remaining portions shall not be affected but shall remain in full force and effect.

\*\*\*\*\*

The foregoing Ordinance was Passed and Adopted by the Madera County 2006 Transportation Authority this 20<sup>th</sup> day of July, 2022, by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

\_\_\_\_\_  
 Chair, Madera County 2006  
 Transportation Authority

Attest:

By: \_\_\_\_\_  
 Secretary of the Authority

Approved as to Legal Form:

By: \_\_\_\_\_  
 Authority Counsel

The foregoing Ordinance was adopted by the people of County of Madera by a vote on \_\_\_\_\_ as provided in the Certification of the Election by the [County Clerk].



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 10-C  
**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Consider Introduction, First Reading of an Ordinance – Before the Madera County 2006 Transportation Authority Ordinance No. 2022-01

**Enclosure:** Yes

**Action:** Waive reading and Approve Ordinance No. 2022-01, as introduced

**SUMMARY:**

All three jurisdictions approved the 2022 Measure T Renewal Investment Plan and Implementing Guidelines at the following meetings:

- City of Madera – July 6, 2022
- City of Chowchilla – July 12, 2022
- County of Madera – July 12, 2022

The purpose of the Ordinance is to implement State law allowing the voters to decide upon a one-half of one percent (1/2%) county wide transaction and use tax to be used to finance street, road, highway, and transportation improvements within the incorporated and unincorporated areas of Madera County. The 2022 Measure T Renewal Investment Plan and Implementing Guidelines are included as part of the Ordinance.

MCTA staff is recommending waiving the reading and approval of the Madera County 2006 Transportation Authority Ordinance No. 2022-01.

**FISCAL IMPACT:**

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

**BEFORE THE  
MADERA COUNTY  
2006 TRANSPORTATION AUTHORITY  
ORDINANCE NO. 2022-01**

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

**WHEREAS**, 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, improve air quality, and provide safe and affordable transportation options for all residents throughout Madera County; and

**WHEREAS**, Measure T provides approximately over \$12 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**, keeping roads and highways in good condition and enhancing mobility helps protect public safety by allowing police, firefighters, and ambulances to respond quickly to emergencies and ensuring first responders are not stuck in traffic or slowed-down by failing infrastructure; and

**WHEREAS**, public transit is a lifeline for senior citizens and people with disabilities that depend on affordable buses, paratransit and dial-a-ride to get to doctor's appointments, the grocery store, and to remain independent when they cannot drive; and

**WHEREAS**, Madera County's transportation system is the backbone of our regional economy, allowing local farmers and businesses to move produce and products to market, creating good jobs for local residents; and

**WHEREAS**, since it was approved by voters, Measure T has required a clear system of accountability, including a Citizen's Oversight Committee and annual independent audits to ensure that the money from the measure has been spent appropriately and in accordance with the voter-approved expenditure plan; and

**WHEREAS**, in the past 30 years, Madera County's population has nearly doubled, and experts forecast that it will continue to grow at a fast rate requiring continued investment in local highways, interchanges, and major streets to keep up with this growth, enhance mobility, and protect local quality of life; and



**WHEREAS**, Measure T was approved with a 20-year expiration date and this funding will soon expire unless renewed by voters; and

**WHEREAS**, if Measure T funding expires, City of Chowchilla, City of Madera, and Madera County will lose a major source of funding for fixing potholes, paving and maintaining streets and roads, reducing enhancing mobility, improving highway interchanges, retrofitting older bridges and overpasses, improving highway safety, providing students with safe routes to schools, keeping public transit affordable and improving bicycle and pedestrian safety; and

**WHEREAS**, if Measure T funding expires, Madera County will not have the local matching funds needed to compete for an estimated \$600 million in State and Federal transportation funding and those funds would go to other communities like Los Angeles and San Francisco; and

**WHEREAS**, the Madera County 2006 Transportation Authority (the "Authority") desires to submit to the voters at the General Municipal Election on November 8, 2022, a ballot measure to consider adopting a proposed ordinance to renew Measure T ("Measure T Renewal"); and

**WHEREAS**, renewing Measure T without increasing the tax rate will continue locally controlled funding for transportation repairs and improvements; and

**WHEREAS**, renewing Measure T until ended by a vote of the electorate will ensure such funding for as long as voters desire to complete all the projects contemplated by the measure renewal; and

**WHEREAS**, essential purchases like food and groceries are exempt from the Measure T ½ cent sales tax, helping to ensure the cost is not a burden to those on fixed or limited incomes; and

**WHEREAS**, the Measure T ½ cent sales tax is paid by both residents and visitors shopping in Madera County, including visitors traveling to and from Yosemite, to ensure all users of local roads and transportation infrastructure contribute; and

**WHEREAS**, a measure to renew Measure T funding will continue to require strict fiscal accountability protections including a Citizen's Oversight Committee, annual independent audits and public disclosure of all spending; and

**WHEREAS**, if Measure T is renewed, by law, all of the money must stay in Madera County for local transportation improvements only and cannot be taken away by the State or used for other purposes; and

**WHEREAS**, California Public Utilities Code Section 180201 provides that after approval of a proposed retail transactions and use ordinance by the Authority the

proposed tax ordinances must be approved by a two-thirds majority vote of the electors at a special election; and

**WHEREAS**, the Authority wishes to have the voters consider the Measure T Renewal at a General Municipal Election to be held on November 8, 2022, with the renewal tax to commence following expiration of the current tax; and

**NOW THEREFORE, THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY ORDAINS AS FOLLOWS:**

**NOW THEREFORE, THE PEOPLE OF THE COUNTY OF MADERA ORDAIN AS FOLLOWS:**

### **SECTION 1**

**Purpose and Intent.** The purpose of this Ordinance is to implement State law allowing the voters to decide upon a one-half of one percent (1/2%) county wide transaction and use tax to be used to finance street, road, highway, public transit, and transportation improvements within the incorporated and unincorporated areas of Madera County, California, as further described in this Ordinance.

### **SECTION 2**

**Countywide Transaction, and Use Tax.** There is hereby imposed in the incorporated and unincorporated territory of the County of Madera (“the territory of the Authority”), a transaction and use tax at the rate of one-half of one percent (1/2%) in addition to any existing or future authorized state or local sales tax or transaction and use tax, in accordance with Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and as authorized by Section 180206 of the Public Utilities Code.

### **SECTION 3**

**Use of Tax Proceeds.** Proceeds of the tax imposed by this Ordinance shall be deposited into the appropriate fund of the Madera County 2006 Transportation Authority and shall be used for the following purposes and projects, as described more particularly in the 2022 Measure T Renewal Investment Plan, dated July 20, 2022, and prepared by the Madera County Transportation Authority (“Investment Plan”), which is incorporated herein by this reference as though fully set forth herein, and as that Investment Plan may be amended from time to time pursuant to applicable law:

- A. The revenue from the transaction and use tax shall be allocated by the Authority as follows: for street, road, highway, public transit, clean air, new technology, and other transportation-related improvements within the incorporated and unincorporated areas of Madera County; for all purposes related to such improvements, including, but not limited to, administration

of the transaction and use tax, legal actions relating to the transaction and use tax, planning, design, engineering, environmental review, and construction. The revenue from the transaction and use tax shall also be used to reimburse the County of Madera for the County's costs in conducting an election called by the Board of Supervisors regarding the imposition of the transaction and use tax.

- B. The Authority shall annually divide the transactions and use tax revenues among the incorporated cities located within the County of Madera, and with the County of Madera (except for those funds allocated to the Major Routes, Access and Safety Improvements Program). The division of funds shall be on the basis of the percentage of total County population residing within the jurisdiction of the respective incorporated cities and within the unincorporated areas of the County of Madera. For purposes of calculating these percentages, the Authority shall rely on the then-current population figures furnished by the State Department of Finance.

The governing bodies of the respective cities, and of the County of Madera, shall designate the particular application of funds allocated to their jurisdiction, for street, road, highway, public transit and other transportation related improvement programs, purposes, and projects, subject to the approval of the Authority, as reflected in the 2022 Measure T Renewal Investment Plan Implementing Guidelines.

- C. Funds allocated for street, road, highway, public transit, and other transportation-related improvement programs, purposes, and projects shall be allocated according to the following formula:

- (1) 62.5 percent - Community & Neighborhood Streets & Road Program to be allocated as follows:

35% of the Measure funding will be allocated to the Local and Neighborhood Street Maintenance & Pothole Repairs Subprogram for "Fix-It-First" activities and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities.

15% of the Measure funding will be allocated to the Community & Neighborhood Streets and Roads Subprogram for needs that each of the cities and Madera County can allocate to other street and road improvements (including Maintenance Districts).

12.5% of the Measure funding will be allocated to the Local Flexibility Subprogram for transportation needs including local streets and roads, rehabilitating aged local systems and other local street and road improvements, safe routes to school improvements, pedestrian, bicycle, and trail improvements, enhanced public transit

improvements, and/or other transportation improvements so that they can address their own individual transportation needs over the life of the Measure.

- (2) 25 percent - Major Routes, Access and Safety Improvements Program to be allocated for improvements on major corridors, interchange modifications, and other improvement projects along State Highways, and major arterials throughout the County. These projects will enhance connections within the urban area and access between the cities and rural communities.
- (3) 4 percent - Public Transit Program to be allocated to transit systems and services throughout the County, including Chowchilla Transit, Madera Transit, and Madera County Connection.
- (4) 4 percent - Safe Routes to School and Pedestrian and Bike Safety Program will be allocated for improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements.
- (5) 3 percent - Clean Air and New Technology Program for clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.
- (6) 1.5 percent - Administration and Planning Program for administration and planning activities of the Authority and Madera County Transportation Commission.

D. Transactions and use tax revenues, once divided as set forth in Section 3, Paragraph C, herein, shall thereafter be segregated into separate funds for each of the respective entities: the incorporated cities located within the County of Madera, and the unincorporated areas of the County of Madera.

#### **SECTION 4**

**Collection of Tax.** The Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incidental to the administration and operation of this Ordinance, including collection of the additional transaction and use tax imposed by this Ordinance.

#### **SECTION 5**

**Effective and Operative Dates.** This Ordinance shall become operative, if approved by a two-thirds majority vote of the electors, on the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance. The provisions of this Ordinance pertaining to the collection of transactions and use taxes will become effective, and such taxes will begin being collected on April 1, 2027.

## **SECTION 6**

**Term.** The provisions of this Ordinance pertaining to collection of the transactions and use tax shall be in force and in effect until terminated by a vote of the electors. This Ordinance may be terminated earlier by a majority vote of the Authority members, if the members determine, following a public hearing, that the purposes of the tax have been fulfilled and that an earlier termination is in the public interest and there are no obligations outstanding.

Notwithstanding that this Ordinance, including the transaction and use tax, may be terminated by voters or the Authority as provided herein, the transaction and use tax or any portion of it, if permitted, shall continue in effect until all contractual obligations related to it are fulfilled. Nothing contained in this Ordinance, including termination of the transactions and use tax, shall permit or be deemed or construed to allow an impairment of any contract for the issuance of bonds or other indebtedness (or alter or affect any provision, condition or covenant in any contract for the issuance of bonds or other indebtedness, or affect or impair any rights, powers or remedies thereunder), it being the intent hereof that the provisions of any such contract shall each continue in full force and effect, with the transaction and use tax continuing in effect until such contractual obligations are paid and such covenants are no longer in effect.

## **SECTION 7**

**Appropriation Limit.** The maximum annual appropriation limit for the Authority is \$30,000,000 (Thirty Million Dollars), subject to adjustment or increase as provided by law.

## **SECTION 8**

**Implementation.** Upon approval of this Ordinance by two-thirds majority of the voters, the Authority may adopt policies and take such other action for the implementation of the one-half of one percent (1/2%) transaction and use tax authorized by this Ordinance.

## **SECTION 9**

**Bonds.** The Authority is hereby authorized to issue bonds to finance expenditures to carry out the purposes of this transactions and use tax, in accordance with the terms and conditions specified in California Public Utilities Code Section 180250 *et. seq.*, successor legislation and/or as permitted by applicable law. Bonds are authorized in the maximum amount permitted by law to fund the projects authorized in the Investment Plan. Bonds, bond anticipation notes or other indebtedness may be issued prior to collection of the tax to fund projects secured or paid in whole or in part, as the case may be, by future bonds, tax revenues, other available revenues and/or capitalized interest to the extent permitted by applicable law.

## **SECTION 10**

**Interpretation.** This Ordinance is to be interpreted to accomplish, among other purposes, the following:

- A. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 7285.9 of Part 1.7 of Division 2 which authorizes the Authority to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. 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 that those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a retail transactions and use tax Ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the California Department of Tax and Fee Administration 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 California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.
- D. 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 this Ordinance.

## **SECTION 11**

**Contract with State.** Prior to the operative date of this Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax Ordinance, provided that if the Authority shall not have contracted with the California Department of Tax and Fee Administration 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 the contract.

## **SECTION 12**

**Transactions Tax Rate.** For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the Authority (i.e. Madera County, including the incorporated cities and the unincorporated area of the County) at the rate of one-half of one percent (1/2%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail on and after the operative date of this Ordinance.

## **SECTION 13**

**Place of Sale.** For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer (seller) 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. 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 shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

## **SECTION 14**

**Use Tax Rate.** An excise tax is hereby imposed on the storage, use or other consumption, in the incorporated and unincorporated territory of the County (i.e. the territory of the Authority), of tangible personal property purchased from any retailer on and after the operative date of this Ordinance, for storage, use, or other consumption at the rate of one-half of one percent (1/2%) of the sales price of the property. 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 15**

**Adoption of Provisions of State Law.** All of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein, except as otherwise provided in this Ordinance and except as such provisions are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code.

## **SECTION 16**

**Limitations on Adoption of State Law and Collection of Use Taxes.** In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

- A. Wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefor. There shall be no such substitution made, however, when:
- (1) The word "State" is used as part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California.
  - (2) 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.
  - (3) 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 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 provisions of that code;
  - (4) Appearing in Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.
- B. The words "Authority's territory" or "Madera County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 of the Revenue and Taxation Code and in the definition of that phrase in Section 6203.
- C. "A retailer engaged in business in the Authority" 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.

## **SECTION 17**

**Permit Not Required**. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional seller's permit shall not be required by this Ordinance.

## **SECTION 18**

Exemptions and Exclusions.

- A. There shall be excluded from the measure of the transactions tax and the use tax 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 or the amount of any state-administered transactions or use tax.
- B. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
  - (1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county of Madera in which sale is made directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
  - (2) Sales of property to be used outside the incorporated and unincorporated territory of the Authority which is shipped to a point outside the territory of the Authority, pursuant to the contract of sales, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For purposes of this paragraph, delivery to a point outside the territory of the Authority shall be satisfied:
    - (a) With respect to 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 Chapter (commencing with Section 9840) of Division 3.5 of the Vehicle Code by registration to an address outside the territory of the Authority and by a declaration under penalty of perjury, signed

by the buyer, stating that such address is, in fact, the buyer's principal place of residence; and

- (b) With respect to commercial vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, by registration to a place of business outside the territory of the Authority and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
  - (3) The sale of tangible personal property 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.
  - (4) A lease of tangible personal property which is a continuing sale of such property 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.
  - (5) For the purposes of subsections (3) and (4) of this section, 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 of lease upon notice, whether or not such right is exercised.
- C. There is exempted from the use tax imposed by this Ordinance the storage, use, or other consumption in the territory of the Authority of tangible personal property:
- (1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax Ordinance.
  - (2) Other than fuel or petroleum products, purchased by operators of aircraft, and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons 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. This exemption is in addition to the exemptions provided in Section 6366 and 6366.1 of the Revenue and Taxation Code.
  - (3) 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.

- (4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
- (5) For the purposes of subsections (3) and (4) of this section, storage, use, or other consumption, 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 such right is exercised.
- (6) Except as provided in subsection (7) of this section, a retailer engaged in business in the territory of the Authority 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 territory of the Authority or participates within the territory of the Authority 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 canvasser, solicitor, subsidiary, or person in the territory of the Authority under the authority of the retailer.
- (7) "Retailer engaged in business in the Authority" shall also include any retailer 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 Chapter 2 (commencing with Section 9840) of Division 3.5 of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licensed the vehicle, aircraft, or vessel at an address in the territory of the Authority.
- D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for a transactions tax paid to a district imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

## **SECTION 19**

**Amendments.** 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 of Division 2 of the Revenue and Taxation

Code, all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Division 19 of the Public Utilities Code shall automatically become a part of this Ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

**SECTION 20**

**Enjoining Collection Prohibited.** No injunction, 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 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

**SECTION 21**

**Accountability Measures.** Pursuant to and in compliance with the provisions of Government Code Section 50075.1, the Authority hereby establishes the following accountability measures pertaining to the levy of the Special Tax described in Section 2 this Ordinance:

- (i) Such Special Tax shall be levied for the specific purposes set forth in Sections 1 and 3 hereof.
- (ii) The proceeds of the levy of such Special Tax shall be applied only to the specific purposes set forth in Section 1 and 3 hereof.
- (iii) The Authority shall establish an account or accounts into which the proceeds of such Special Tax shall be deposited.
- (iv) The Executive Director and/or Chief Fiscal Officer shall annually file a report with the Board as required pursuant to Government Code Section 50075.3.

**SECTION 22**

**Severability.** If any section, part, clause, or phrase of this Ordinance is for any reason field invalid or unconstitutional, the remaining portions shall not be affected but shall remain in full force and effect.

\*\*\*\*\*

The foregoing Ordinance was Passed and Adopted by the Madera County 2006 Transportation Authority this 20<sup>th</sup> day of July, 2022, by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

\_\_\_\_\_  
 Chair, Madera County 2006  
 Transportation Authority

Attest:

By: \_\_\_\_\_  
 Secretary of the Authority

Approved as to Legal Form:

By: \_\_\_\_\_  
 Authority Counsel

The foregoing Ordinance was adopted by the people of County of Madera by a vote on \_\_\_\_\_ as provided in the Certification of the Election by the [County Clerk].



**STAFF REPORT**  
Board Meeting of July 20, 2022

**AGENDA ITEM:** 10-D

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

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**SUBJECT:**

Amend Contract – Measure T Renewal Implementation Plan

**Enclosure:** Yes

**Action:** Approve amended contract with VRPA Technologies

**SUMMARY:**

At the May 19, 2021, Authority Policy Board meeting, the Board awarded a contract with VRPA Technologies and TBWBH for the Measure T Renewal Implementation Plan in the amount of \$469,000. Work on the renewal plan was extensive and more involved than originally scoped. Part of the original scope included a task for educational presentations. VRPA has utilized the budget originally allocated to this task to address staff time associated with additional Steering Committee meetings and additional Project Team meetings, as well as other related research and analysis. VRPA is asking that an additional budget allocation to this task be approved. This will allow VRPA staff to prepare PowerPoint Presentations to be presented to a maximum of thirty-five (35) stakeholder groups, special event participation, interested agencies and other groups focused educating participants on the contents of the Measure T Investment Plan and Implementing Guidelines. This request is consistent with comments received regarding public education. This task will also include staff time to research stakeholder group meetings, special events, and to schedule such meetings/events as well as direct costs associated with travel.

VRPA will also develop public information and outreach program materials to educate the community about Measure T including the Investment Plan and Implementing Guidelines. Flyers and Frequently Asked Questions (FAQs), Talking Points, and other materials will be prepared to provide for consistency in the presented information.

**Deliverables:** VRPA will prepare the following education materials including the printing of such materials:

- ✓ Develop informational messaging
- ✓ Provide talking points, answers to frequently asked questions and message training for anyone helping to conduct outreach or speak to the media regarding the tax extension

- ✓ Provide information to be added to the MCTC/MCTA website, the website of affiliated groups and organizations, distributed through social media and included in newsletters
- ✓ Write, design, and produce informational flyers

***New Task A – Research and Analysis of Measure T Issues Raised During the Education Process:***

To allow existing MCTC staff to remain focused on the day-to-day operations of managing the Measure T program, if needed, VRPA will assist with Measure T Renewal related correspondence, conduct related research, and respond to requests for Measure T Renewal information and answer related questions.

***Deliverables:*** Required Measure T Renewal research and analysis.

***New Task B – Legal Environmental Process Review and Research***

Staff recommends that VRPA and its subconsultant, BB&K, be available, as needed, to address any potential legal challenges or to provide legal analysis should MCTC/MCTA be challenged by outside stakeholders or other individuals or groups. VRPA and BB&K will research the California Environmental Quality Act provisions and provide detailed review and assessment of related legal findings.

***Deliverables:*** Required Measure T Renewal legal environmental review, research, and analysis.

The amount of \$140,000 is requested to be added to the existing contract to accomplish the proposed tasks.

**FISCAL IMPACT:**

An increase of at least \$65,000 to the approved 2022-23 Overall Work Program and Budget. The final amount will be determined once FY 2021-22 is closed out and carryover amounts are determined. An amount of \$75,000 was the assumed need in the originally approved 2022-23 budget.

## VRPA Technologies, Inc., Contract Amendment Measure T Renewal Investment Plan

VRPA Technologies, Inc. (VRPA) is currently under contract with the Madera County Transportation Commission (MCTC) to provide support services for the Measure T Renewal Effort.

As MCTC staff is aware, the VRPA Team has been working with its staff since June 2021 to prepare the Measure T Renewal Investment Plan and Implementing Guidelines, including significant work with the Measure T Renewal Steering Committee beyond what was originally envisioned, significant coordination with MCTC staff in weekly status calls and other related meetings, and research and analysis not envisioned in the original contract. VRPA Technologies' contract capacity will be reached soon and will require additional resources to continue to provide education, research and analysis, and other support services including legal environmental and public transit research between now and the election in November 2022. A total increase of just under \$140,000 is sought with this contract amendment. The additional contract amount and tasks are described below.

### ***Task 0.3 – Project Management - Attend Project Coordination Meetings***

VRPA staff and its subconsultants have attended weekly Project Team status calls over the past 13 months. The amount of time originally allocated to this task was utilized and additional budget is needed to continue to meet weekly or at least bi-weekly with MCTC/Madera County Transportation Authority (MCTA) staff to ensure that materials, research, meetings, presentations, and other research and analysis is reviewed by the Project Team between July and November 2022.

***Deliverables:*** Weekly or as-needed Project Team meetings.

### ***Task 8.1 - Educational Presentations***

VRPA has utilized budget originally allocated to this task to address staff time associated with additional Steering Committee meetings and additional Project Team meetings, as well as other related research and analysis.

The additional budget allocation to this task will allow VRPA staff to prepare PowerPoint Presentations to be presented to a maximum of thirty-five (35) stakeholder groups, special event participation, interested agencies and other groups focused educating participants on the contents of the Measure T Investment Plan and Implementing Guidelines. This task will also include staff time to research stakeholder group meetings, special events and to schedule such meetings/events as well as direct costs associated with travel.

***Deliverables:*** Preparation for, schedule of, and conduct of a maximum of 35 presentations at appropriate meetings or events.

### ***Task 8.2: Build Consensus***

VRPA will develop public information and outreach program materials to educate the community about Measure T including the Investment Plan and Implementing Guidelines. Flyers and Frequently Asked



Questions (FAQs), Talking Points and other materials will be prepared to provide for consistency in the presented information.

**Deliverables:** VRPA will prepare the following education materials including the printing of such materials:

- ✓ Develop informational messaging
- ✓ Provide talking points, answers to frequently asked questions and message training for anyone helping to conduct outreach or speak to the media regarding the tax extension
- ✓ Provide information to be added to the MCTC/MCTA website, the website of affiliated groups and organizations, distributed through social media and included in newsletters
- ✓ Write, design, and produce informational flyers

***New Task A – Research and Analysis of Measure T Issues Raised During the Education Process:***

In order to allow existing MCTA staff to remain focused on the day-to-day operations of managing the Measure T program, VRPA will need to assist with Measure T Renewal related correspondence, conduct related research, and respond to requests for Measure T Renewal information and answer related questions.

**Deliverables:** Required Measure T Renewal research and analysis.

***New Task B - Legal Environmental Process Review and Research***

VRPA and its subconsultant – BB&K will be available to address legal challenges or to provide legal analysis should MCTC/MCTA be challenged by outside stakeholders or other individuals or groups. VRPA and BB&K will research the California Environmental Quality Act provisions and provide detailed review and assessment of related legal findings.

**Deliverables:** Required Measure T Renewal legal environmental review, research, and analysis.

**2022 Madera County Measure T Transportation Sales Tax Extension Public Education Presentations and Other Support Services**

Tasks/Task Descriptions	Total Hours	Total Labor	Total Expenses	Total Budget	VRPA Technologies, Inc.							
					G. Vivian	R. Willems	D. Graham	Support Staff	Total Hours	Total Labor	Total Expenses	Total Budget
					\$304.26	\$200.39	\$135.36	\$47.32				
<b>Task 0 - Project Management</b>	<b>82</b>	<b>\$ 19,279.03</b>	<b>\$ -</b>	<b>\$ 19,279.03</b>	<b>26</b>	<b>14</b>	<b>20</b>	<b>4</b>	<b>64</b>	<b>\$ 13,612.70</b>	<b>\$ -</b>	<b>\$ 13,612.70</b>
T 0.1 Progress Reports and Invoicing	26	\$ 5,636.23	\$ -	\$ 5,636.23	6	2	12	0	20	\$ 3,850.66	\$ -	\$ 3,850.66
T 0.3 Attend Project Coordination Meetings	56	\$ 13,642.80	\$ -	\$ 13,642.80	20	12	8	4	44	\$ 9,762.04	\$ -	\$ 9,762.04
<b>Task 8 - Public Education Presentations and Other Support Services</b>	<b>298</b>	<b>\$ 56,136.34</b>	<b>\$ 5,625.00</b>	<b>\$ 61,761.34</b>	<b>97</b>	<b>56</b>	<b>97</b>	<b>48</b>	<b>298</b>	<b>\$ 56,136.34</b>	<b>\$ 5,625.00</b>	<b>\$ 61,761.34</b>
T 8.1 Public Education Presentations and Other Support Services	232	\$ 46,194.24	\$ 2,625.00	\$ 48,819.24	85	50	65	32	232	\$ 46,194.24	\$ 2,625.00	\$ 48,819.24
T 8.2 Build Consensus	66	\$ 9,942.10	\$ 3,000.00	\$ 12,942.10	12	6	32	16	66	\$ 9,942.10	\$ 3,000.00	\$ 12,942.10
<b>New Task A - Research and Analysis of Measure T Issues Raised During the Education Process</b>	<b>119</b>	<b>\$ 31,767.60</b>	<b>\$ -</b>	<b>\$ 31,767.60</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>103</b>	<b>\$ 28,244.56</b>	<b>\$ -</b>	<b>\$ 28,244.56</b>
<b>New Task B - Environmental Services</b>	<b>72</b>	<b>\$ 26,151.12</b>	<b>\$ -</b>	<b>\$ 26,151.12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>\$ 3,651.12</b>	<b>\$ -</b>	<b>\$ 3,651.12</b>
<b>Totals:</b>	<b>571</b>	<b>\$ 133,334.09</b>	<b>\$ 5,625.00</b>	<b>\$ 138,959.09</b>	<b>220</b>	<b>80</b>	<b>117</b>	<b>60</b>	<b>477</b>	<b>\$ 101,644.72</b>	<b>\$ 5,625.00</b>	<b>\$ 107,269.72</b>