



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/87309159328?pwd=EETEUzDLxyk1ad3S0uT8KPbOrHpgWI.1>

Webinar ID: 873 0915 9328

Passcode: 422182

Telephone: US: +1 669 900 6833

DATE

February 18, 2026

TIME

3:00 PM

Policy Board Members

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

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

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

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

[4-A.](#) Active Transportation Program (ATP) Cycle 8 Guidelines, Virtual Branch Workshops, and Site Visits

Enclosure: No

Action: Information and Discussion Only

[4-B.](#) Low Carbon Transportation Operations Program (LCTOP) Revised List of Projects FY 2020-21 and 2021-22

Enclosure: Yes

Action: Approve LCTOP Revised List of Projects, Resolution 21-03 Amendment No. 2 and Resolution 22-02 Amendment No. 2

[4-C.](#) California Federal Surface Transportation Reauthorization Principles

Enclosure: Yes

Action: Information and Discussion Only

4-D. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 14 – (Type 3 – Formal)

Enclosure: Yes

Action: Ratify

4-E. Performance Measure 1: Safety Target Acceptance

Enclosure: No

Action: Adopt the 2026 Caltrans Statewide Safety Performance Management Targets (SPMTS)

4-F. Madera Transit Station Specific Plan (MTSP) for Madera County is available for public review and comment

Enclosure: No

Action: Information and Discussion Only

4-G. February 2026 edition of *The Commission Vision*

Enclosure: No

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. State Legislative Update – February 2026

Enclosure: Yes

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

5-B. 2026 Regional Transportation Plan and Sustainable Communities Strategy Development Update

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6-A. Reaffirm All Actions 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 – January 21, 2026

Enclosure: Yes

Action: Approve January 21, 2026, Meeting Minutes

[7-B.](#) Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 25-07 Amendment No. 2, STA Resolution 25-08 Amendment No. 3

Enclosure: Yes

Action: Approve Resolution 25-07 Amendment No. 2, Resolution 25-08 Amendment No. 3

[7-C.](#) Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) FY 2026-27 Estimates

Enclosure: Yes

Action: Information and Discussion Only

[7-D.](#) 2026 Changes to Brown Act Impacting Madera County Transportation Commission Policy Board Meetings

Enclosure: Yes

Action: Approve Resolution 26-02 authorizing the use of Teleconference for Meetings of the Policy Board and its Committees

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

[8-A.](#) FY 2026-27 Draft Overall Work Program & Budget

Enclosure: No

Action: Authorize circulation of Draft 2026-27 Overall Work Program and Budget for agency review

[8-B.](#) Madera County Transportation Commission (MCTC) Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2025

Enclosure: Yes

Action: Accept the MCTC Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2025

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. FY 2026-27 Measure T Allocation

Enclosure: Yes

Action: Information and Discussion Only

9-B. HdL Newsletter – 3rd Quarter 2025

Enclosure: Yes

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

12. CLOSED SESSION

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Active Transportation Program (ATP) Cycle 8 Guidelines, Virtual Branch Workshops, and Site Visits

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) will hold a Technical Assistance Branch Agency Workshop for the Active Transportation Program (ATP). This informal, interactive session will provide an opportunity for participants to ask questions, learn the fundamentals of the ATP, and receive application guidance directly from CTC staff.

The workshop will run from 9:00am–11:00am. If you're planning on applying for Cycle 8, don't miss this chance to connect directly with ATP staff. Register through the link provided below or the [Commission's ATP website](#).

[February 23 – Central California agencies](#) (Caltrans Districts: 5, 6, 9, and 10)

CTC staff will be available for regional site visits after the workshops to discuss project-specific questions.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Low Carbon Transportation Operations Program (LCTOP) Revised List of Projects FY 2020-21 and 2021-22

Enclosure: Yes

Action: Approve LCTOP Revised List of Projects, Resolution 21-03 Amendment No. 2 and Resolution 22-02 Amendment No. 2

SUMMARY:

The Madera County Transportation Commission is a designated recipient of Low Carbon Transit Operations Program funds for the Madera region.

The Low Carbon Transportation Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created as a statewide program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program established by Assembly Bill 32 with proceeds deposited into the Greenhouse Gas Reduction Fund.

The City of Madera has proposed a Corrective Action Plan to amend LCTOP allocations for FY 2020-21 and 2021-22.

MCTC recommends submitting the following project amendment in the amount of \$249,742:

Project Name and ID	Amended Allocation and Interest	Reason for Change
Madera Metro Two Electric Transit Vans 20-21-D06-087 21-22-D06-089	Allocation \$232,539 Interest \$17,203	The City of Madera does not have adequate infrastructure to support electric vehicles. Funds Reallocated to Transit Fleet Solar Electrification Infrastructure
Total:	\$249,742	

FISCAL IMPACT:

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

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

In the matter of
**LOW CARBON TRANSIT OPERATIONS
PROGRAM REVISED APPROVAL LIST, FY
2021/22**

Resolution No.: **21-03 Amendment No. 2**

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Madera County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Patricia, Taylor, Executive Director.

WHEREAS, the Madera County Transportation Commission wishes to implement the following LCTOP project listed below,

NOW, THEREFORE, BE IT RESOLVED by the Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Patricia Taylor, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Madera County Transportation Commission that it hereby authorizes the submittal of the following project revision:

City of Madera Existing Project	Purchase Two Electric Transit Vans	(\$68,516)
County of Madera Proposed Project	Transit Fleet Solar Electrification Infrastructure	\$68,516

The foregoing resolution was adopted this 18th day of February 2026 by the following vote:

Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of
**LOW CARBON TRANSIT OPERATIONS
PROGRAM REVISED APPROVAL LIST, FY
2022/23**

Resolution No.: **22-02 Amendment No. 2**

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Madera County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Patricia, Taylor, Executive Director.

WHEREAS, the Madera County Transportation Commission wishes to implement the following LCTOP project listed below,

NOW, THEREFORE, BE IT RESOLVED by the Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Patricia Taylor, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Madera County Transportation Commission that it hereby authorizes the submittal of the following project revision:

City of Madera Existing Project	Purchase Two Electric Transit Vans	(\$164,023)
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County of Madera Proposed Project	Transit Fleet Solar Electrification Infrastructure	\$164,023
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The foregoing resolution was adopted this 18th day of February 2026 by the following vote:

Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-C

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

California Federal Surface Transportation Reauthorization Principles

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) and the California State Transportation Agency (CalSTA) have developed California's Federal Surface Transportation Reauthorization Principles that represents a consensus framework developed by Caltrans and its partners to guide federal advocacy ahead of the Infrastructure Investment and Jobs Act (IIJA) expiration in September 2026.

Key goals include prioritizing sustainable, multi-year funding to stabilize the Highway Trust Fund, aiming for zero traffic deaths by 2050 via the Safe Systems Approach, expanding freight infrastructure, utilizing new mobility technology, streamlining project delivery, ensuring equitable transportation access and funding for Tribal projects, and providing flexible, formula-based funding for state/local agencies.

The public comment period is open through February 27, 2026.

Comments or express interest in becoming a signatory, can be submitted by completing the public comment fields on the following website: <https://build.ca.gov/iija-reauthorization>

Caltrans and CalSTA will accept requests from organizations that would like to add their name/logo as signatories to this document until July 31, 2026.

FISCAL IMPACT:

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



CALIFORNIA FEDERAL SURFACE TRANSPORTATION REAUTHORIZATION PRINCIPLES

FINAL DRAFT - FOR PUBLIC COMMENT

"Federal funding is the backbone of transportation infrastructure investments. Without investments in infrastructure California cannot compete with other major world powers. California is committed to maintaining its place as the 5th largest economy in the world."

- Gavin Newsom, California Governor

"We are committed to providing a world-class transportation system by making smart investments to upgrade our infrastructure and better serve all travelers. There is no point in having a world-class transportation system if it results in numerous fatalities. The best road safety initiative is prevention, and by keeping USDOT accountable in their prioritization of and commitment to safety, we can better align transportation improvements with community safety needs."

- Toks Omishakin, California Transportation Secretary

"Increasing federal funding and decreasing the number of discretionary programs will remove time-consuming and expensive barriers for our local partners to more efficiently increase necessary project delivery."

- Dina El-Tawansy, Caltrans Director



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CALIFORNIA'S VISION FOR TRANSPORTATION

THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S (CALTRANS') VISION IS A THRIVING AND CONNECTED CALIFORNIA. THIS VISION CARRIES BOTH NATIONAL AND GLOBAL IMPACTS. TO ACHIEVE OUR VISION, WE RECOMMEND CONGRESS FOCUS ON THESE CORE POLICY PRINCIPLES TO GUIDE THE NEXT SURFACE TRANSPORTATION REAUTHORIZATION LEGISLATION PACKAGE:

1. **Enacting Funding Reforms:** California's transportation infrastructure needs sustainable federal funding, but federal investments are failing to keep pace with our state and local investments. Congress should stabilize the federal Highway Trust Fund, implement a timely multi-year surface transportation reauthorization, allow maximum transferability among formula program categories, reduce the number of discretionary competitive grant programs, and streamline complex and duplicative programs to remove barriers to funding transportation projects.
2. **Prioritizing Safety First:** Prioritizing Safety First: Safety is our number one priority, and the only acceptable number of deaths is zero. That is why California is committed to reaching our goal of zero deaths and serious injuries on California's roads by 2050 by implementing the Safe Systems Approach. Congress should fund robust, proactive safety programs—including programs targeted at changing behaviors—and focus the U.S. Department of Transportation's (US DOT's) resources on improving multimodal safety outcomes.
3. **Supporting Economic Prosperity:** Transportation drives our economy, but we can't build tomorrow's infrastructure with yesterday's workforce. California needs a pipeline for skilled workers to enter the workforce through training programs, university partnerships, and hiring commitments. Congress should prioritize people and communities and not just pavement.
4. **Advancing Transportation Innovation:** California is a national leader in innovative processes, pioneering technology, and intelligent transportation systems (ITS). Congress should streamline transportation project delivery to provide states like ours with the flexibility to experiment with, and harness, new technologies and processes, reform the environmental review process to achieve better outcomes for infrastructure and the environment and simplify federal permitting actions. Congress should also support emerging transformative technologies and take measures to prepare our infrastructure for these technologies.



FEDERAL FUNDING PROVIDES CRITICAL SUPPORT FOR CALIFORNIA'S ECONOMY

WORLD CLASS INFRASTRUCTURE DRIVES CALIFORNIA'S ECONOMIC PROSPERITY AND CONNECTS PEOPLE AND GOODS TO DESTINATIONS LIKE JOBS, SCHOOLS, HOSPITALS, AND MARKETPLACES EVERY DAY.

Transportation is the backbone of California's \$4.1 trillion economy—the fifth largest in the world—and is essential to the movement of goods and people that directly sustain nearly 40 million residents, or about 12 percent of the U.S. population. California's transportation system is the most complex in the nation, with 58 counties (25 self-help counties), 483 cities, 18 metropolitan planning organizations (MPOs), 26 regional transportation planning agencies (RTPAs), 237 transit agencies, more than 30 passenger and freight rail operators, and 109 federally recognized tribal governments—all working together to plan, fund, and deliver transportation projects.

The state anchors the national supply chain through its 11 major seaports, including the Ports of Los Angeles and Long Beach, which together handle approximately 40 percent of all U.S. containerized trade.¹ California is also home to more than a dozen major cargo airports

and three land ports of entry with Mexico that support high volumes of freight and cross-border commerce. As the nation's leading trade gateway, California's transportation network underpins U.S. economic growth, trade competitiveness, and the national supply chain—making continued federal investment in this infrastructure critical to the national economy.

Safety is California's top transportation priority. Unfortunately, from 2013 to 2021, California experienced an overall 29 percent increase in traffic fatalities on public roads. That is why California adopted the safe system approach in 2020 as the method to reach our goal of zero fatalities and serious injuries by 2050. The safe system approach rests on five principles: Death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is essential. California is committed

to turning these trends around and making our systems safe for all travelers, regardless of how they chose to travel.

At the same time, the transportation system is changing, and so are the needs of our communities. California faces more demands than ever to turn industry challenges into opportunities for progress. Transformative investments in technology present one of the greatest opportunities to improve the lives of all Californians by making travelling safer, more efficient, and more reliable. California also faces significant workforce development needs to ensure a skilled pipeline of transportation professionals—from engineers and planners to skilled trades and logistics specialists. Achieving our vision will require us to address workforce gaps and expand the state's infrastructure capacity to sustain long-term economic growth.

California's federal transportation priorities closely align with the American Association of State Highway and Transportation Officials (AASHTO) policy recommendations on surface transportation reauthorization² and the US DOT's reauthorization principles³ of enhancing transportation safety, accelerating project delivery for transportation projects, increasing opportunities through investment in transportation infrastructure, and strengthening partnerships to improve transportation outcomes.

¹ [Trade & Logistics: L.A. County Trade Sector at a Glance, Los Angeles County Economic Development Corporation, Retrieved September 23, 2025.](#)

² [AASHTO Transportation Policy Forum Reauthorization Resources, AASHTO, Retrieved September 5, 2025.](#)

³ [U.S. Transportation Secretary Sean P. Duffy Kicks Off Surface Transportation Reauthorization to Get America Building Again, US DOT, July 17, 2025.](#)

CORE POLICY PRINCIPLES

1.1. STABILIZE THE HIGHWAY TRUST FUND AND IMPLEMENT TIMELY MULTI-YEAR SURFACE TRANSPORTATION REAUTHORIZATION LAWS

Congress should continue IIJA funding levels (plus inflation) as a baseline for the next surface transportation reauthorization act and enact highway trust fund solvency reforms.

After the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58) ends in federal fiscal year (FFY) 2026, Congress will need to identify an additional \$114 billion (adjusted for inflation) over the next six years just to maintain current federal transportation spending levels. It is crucial for federal transportation programs to provide long-term funding stability so major multi-year projects can be completed on time and on budget.

At the same time, federal revenue is decreasing over time because the primary funding mechanism—the federal gas tax—is consumption-based and is affected by increasing fuel efficiency, changing travel patterns, and the rising market share of alternatively-fueled vehicles. In recent reauthorizations, Congress has used general funds to backfill diminishing highway trust fund revenues. In the near term, Congress will need to find ways to match transportation funding to expenditures, while the nation continues to explore other long-term alternatives to modernize and stabilize funding, like a national road usage charge or vehicle registration fee.

Figure 1 depicts the US DOT's accounting of the federal Highway Trust Fund levels, revenues collected, and expenditures for 2013 through 2024, along

with the Congressional Budget Office's projections for fund levels and California's projected transportation funding needs for the years 2025 through 2034.

This figure illustrates the federal Highway Trust Fund's structural cash flow issues and underscores the depth of its fiscal challenges:

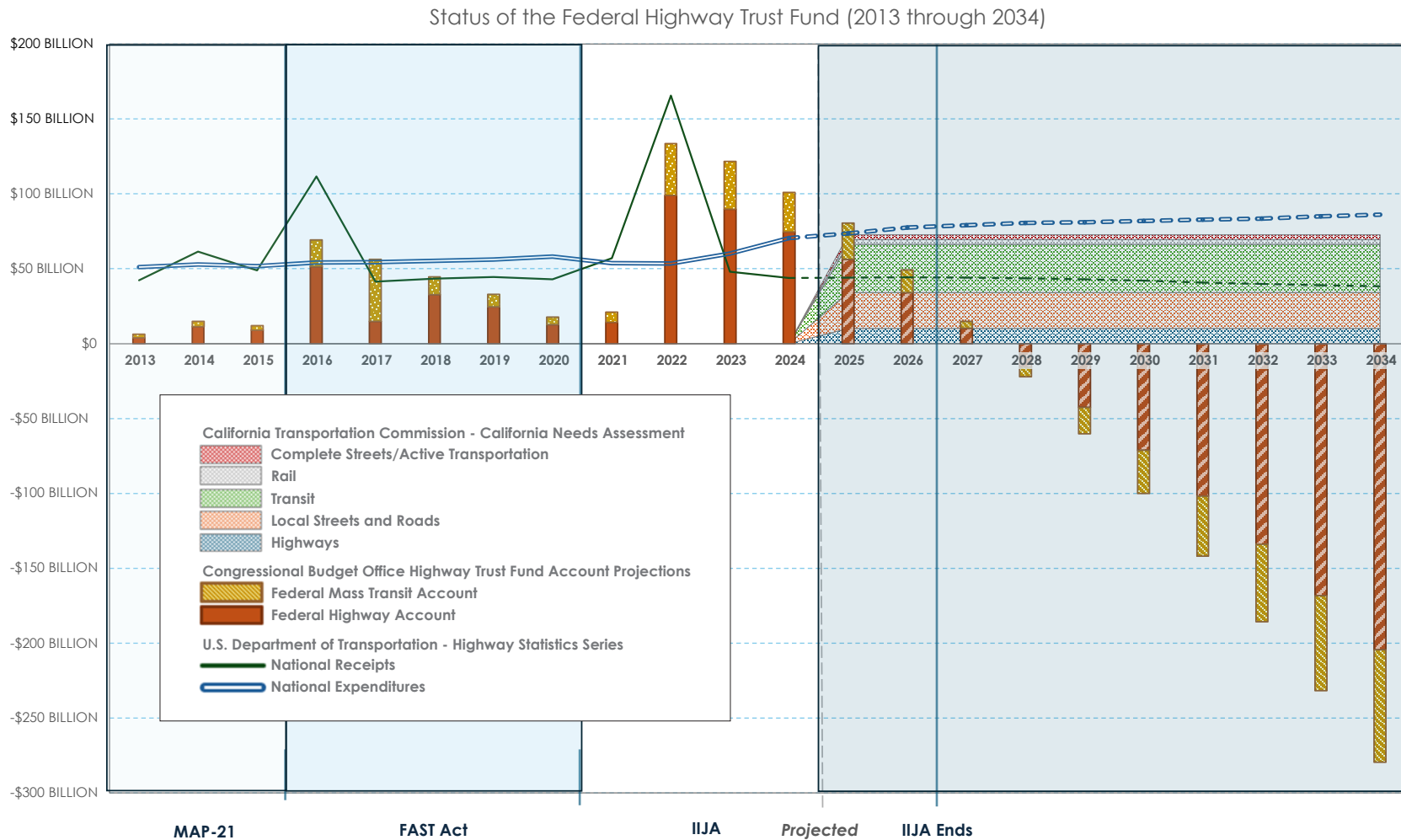
- Generally, federal spending on transportation is rising to meet the demand for more transportation infrastructure, including higher construction costs, deferred maintenance, increasing project complexity, and more frequent natural disasters.
- Large revenue spikes in 2016 and 2022 show one-time Congressional appropriations of general funds for transportation from prior multi-year surface transportation reauthorization bills: The Fixing America's Surface Transportation (FAST) Act in 2015 and the IIJA in 2022.
- In 2025, California completed its first comprehensive State and Local Transportation System Needs Assessment to project the state's transportation needs, available revenues, and funding gaps through the year 2035. California's estimated transportation needs are expected to be approximately \$756.8 billion over the next 10 years, while anticipated revenues are expected to decline by up to \$31 billion, for an estimated 10-year revenue of only \$541 billion.

Without action from Congress, the federal Highway Trust Fund will become insolvent in 2028, putting transportation projects nationwide at risk of funding shortfalls. Major transportation projects often take multiple years to complete and need stable funding sources to avoid scheduling delays and cost overruns.

Congress should address the structural deficiencies of these funds through a combination of reforms, potentially including raising revenues, regular multi-year appropriations of general funds for transportation, or matching federal spending to available funds.

TRUST FUND INSOLVENCY IS OUTPACING PROJECTED NEEDS, AND FUNDING GAPS CONTINUE TO GROW

Figure 1. Federal Highway Account and Federal Mass Transit Account Revenues, Expenditures, and Balances versus California Projected Needs for FFY 2013 through FFY 2034



¹ [Senate Bill 1121 - State and Local Transportation Full Needs Assessment](#), California Transportation Commission. Retrieved September 9, 2025.

² [Baseline Projections Highway Trust Fund Accounts Projections, January 2025](#), Congressional Budget Office. Retrieved September 9, 2025.

³ [Highway Statistics Series Publications 2013-2023](#), U.S. Department of Transportation, Federal Highway Administration (FHWA). Retrieved September 9, 2025.

1.2. PROVIDE GUARANTEED FUNDING AND LIMIT COMPETITIVE GRANTS ONLY TO CRITICAL FEDERAL PRIORITIES

Congress should reduce the number of competitive grant programs and focus on providing guaranteed formula funding to state and local governments.

The IIJA authorized more than \$560 billion in transportation spending over 5 years, creating many new programs and distributing \$196 billion through more than 100 new and existing competitive discretionary grants—representing almost 30 percent of total IIJA funding.¹ However, many state, regional, and local entities have expressed concerns that competitive grants can allow federal agencies to pick winners and losers, subject grantees to too many restrictive requirements, and unnecessarily delay projects through lengthy grant execution processes.² Overreliance on competitive grant programs also unnecessarily delayed the benefits of the IIJA's historic increases in transportation funding by requiring US DOT to set up new programs and issue guidance that takes years to develop.

Figure 2 shows how California has allocated its share of \$22.7 billion in federal formula funding received over the course of the IIJA, while Figure 3 notes the 49 competitive grant programs from which California entities received a total of \$11.3 billion in federal awards. The state has also historically had the second highest rate nationwide of transferring monies between formula funding programs.³

Figures 2 and 3 show that California has received almost one-third of its overall IIJA funding through numerous federal grant programs:

- California has continued to split federal highway funding from these formula programs so that approximately 60 percent is allocated to the state, and 40 percent is allocated to local agencies. California remains committed to reaching an approximate 60:40 split of federal funding between state and local interests under future surface transportation programs.
- California also has the largest Native American population of any U.S. state, with 109 federally recognized tribes. Many tribes lack the staff capacity and resources to compete effectively for state and federal grants, which is a challenge the Bipartisan Infrastructure Law attempted to address with dedicated tribal funding.
- Transportation agencies submitted thousands of applications for IIJA competitive grant programs, spending significant staff resources to chase federal funds that may never materialize. Future federal transportation funding programs should limit the number and scale of competitive grants programs to avoid the inefficiency of soliciting many thousands of applications, only to award a small number of projects based on subjective criteria after significant delays in time.
- Federal aid cost share on those projects that are selected for a competitive grant should be 95 percent or more, to incentivize applications from disadvantaged, low-income, or rural areas that struggle to compete for funding with well-resourced jurisdictions.

Congress should ensure that future laws limit competitive grant programs only to very specific, narrowly tailored federal interests that provide US DOT with clear statutory law for eligibility and set timelines for application evaluation and grant execution.

California supports AASHTO's recommendation that Congress should focus future funding on core highway and transit formula programs, while continuing to ensure tribal governments receive dedicated funding to address their needs. Congress should also maintain the existing ability for states to transfer formula funding between programs to let state and local governments best address their transportation needs.

Congress should set a maximum cap of 5 to 10 percent on the overall amount of funding disbursed through discretionary competitive grant programs, maintaining only the most significant and highest priority modal or objective-based programs. Congress should also consolidate or remove overlapping or duplicative funding programs to simplify the process for funding large-scale transportation projects.

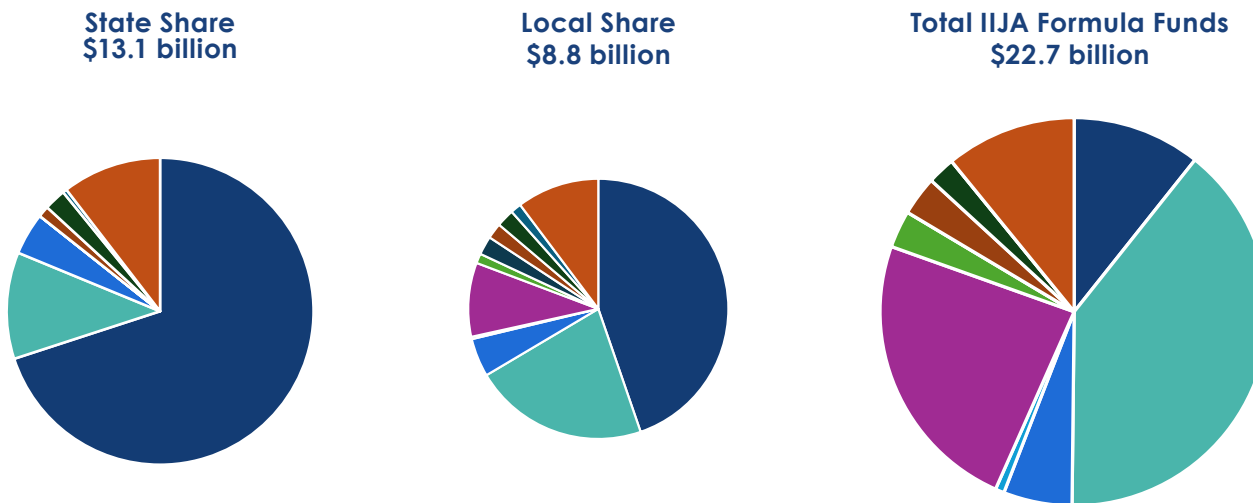
¹ Department of Transportation Discretionary Grants: Stakeholder Perspectives, U.S. House of Representatives, Committee on Transportation and Infrastructure, March 7, 2024.

² House Committee Looks at IIJA Competitive Grants, ENO Center for Transportation, March 8, 2024.

³ Federal Funding Flexibility: Use of Federal-Aid Highway Fund Transfers by State DOTs, Transportation Research Board, 2022.

CALIFORNIA DISTRIBUTED BILLIONS IN FORMULA FUNDING TO LOCAL GOVERNMENTS AND RECEIVED ONE-THIRD OF TOTAL FEDERAL TRANSPORTATION FUNDS FROM COMPETITIVE GRANTS

Figure 2. Cumulative State, Local, and Total IIJA Funding Split by Federal Program for FFY 2021 through FFY 2025¹



Formula Funding Programs	State	Local	IIJA Cumulative
National Highway Performance Program (NHPP)	\$9,192,000,000	\$937,000,000	\$10,138,000,000
Surface Transportation Block Grant Program (STBGP)	\$1,476,000,000	\$3,457,000,000	\$4,932,000,000
Highway Safety Improvement Program (HSIP)	\$583,000,000	\$501,000,000	\$1,084,000,000
Railway Highway Grade Crossings Program (RHCP)	--	\$65,000,000	\$65,000,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	--	\$2,085,000,000	\$2,085,000,000
Metropolitan Planning Program (MPP)	--	\$272,000,000	\$272,000,000
National Highway Freight Program (NHFP) ²	--	--	\$524,000,000
Carbon Reduction Program (CRP)	\$154,000,000	\$286,000,000	\$440,000,000
PROTECT Formula Program (PROTECT)	\$300,000,000	\$201,000,000	\$501,000,000
Electric Vehicle Formula Program (NEVI) ²	\$57,000,000	--	\$303,000,000
Bridge Replacement and Rehabilitation Program (BRIDGE)	\$1,372,000,000	\$953,000,000	\$2,325,000,000
GRAND TOTAL	\$13,134,000,000	\$8,757,000,000	\$22,669,000,000

¹Building CA Public Infrastructure Investment Dashboard, California Department of Transportation. Retrieved on October 23, 2025.

²NHFP funds are allocated by the California Transportation Commission (CTC) as part of the Trade Corridor Enhancement Program (TCEP). NEVI funds are allocated by the California Energy Commission (CEC) to eligible projects that are consistent with the FHWA-approved NEVI plan. NEVI and NHFP funding is held outside of the 60/40 funding split, which affects the IIJA Cumulative totals.

Figure 3. California Discretionary Grant Awards FFY 2022 through FFY 2025¹

California was awarded **\$11.3 billion** from 49 federal discretionary grant programs

ADCMS	LCTM
AIG	Low/No-Emission
AIP	MCSAP
AMHP	MEGA
AOP	Modernizing NEPA
AoPP	PIDP
ASAP	PROTECT
ATP	R&E
ATTAIN	RAISE
BBF	RCE
BIP	RCP
BUILD	RIA
CFI	RTA
CIDP	RTEPF
CRISI	Rural STG
CRP	RVP (\$ 5337)
CSB	SIRC
CTP	SMART
EVC-RAA	SS4A
Ferry Program	SSG
FSP	TOD Pilot
H2Hubs	Tribal Transit
HCTP	TTP
ICAM	WCPP
INFRA	

1.3. STREAMLINE FEDERAL FUNDING PROGRAMS TO MAKE IT EASIER TO DELIVER PROJECTS AND MEET PERFORMANCE OBJECTIVES

Congress should reduce administrative burdens, remove unnecessary restrictions, and combine overlapping programs to allow states to develop innovative solutions and deliver projects faster.

Between 1916 and 2012, Congress distributed federal road funds primarily by formulas that considered key factors like land area, population, urbanization, and road mileage. However, since the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP 21; P.L. 112-141), federal funding has instead prioritized returning a fixed percentage of funds paid into the Highway Trust Fund (95 cents for each dollar paid), rather than basing formulas on policy objectives or other criteria. The IIJA combined surface transportation with broader infrastructure programs for the first time and added many new formulas and discretionary transportation funding programs.¹

Each federal funding program comes with its own sets of laws, regulations, and guidance to meet federal objectives and outcomes. These program-specific rules are overlaid on funding restrictions, performance measures, and other procedures to create an arcane web of obscure and often impenetrable administrative rules. These dollars are then combined with state and local monies that contain their own rules and procedures to cobble together funding for a transportation project that then must abide by every restriction.

Figure 4 shows the proportionate share of revenue sources used for transportation in state fiscal year (SFY) 2022–23, while Figures 5 and 6 show the general flow of federal, state, and local revenues used for state highway and local street and road projects:

- Figure 4 shows that roughly one-fifth of California's transportation funding comes from the federal government (mainly from federal excise taxes on gasoline and diesel) and that some of these funds are directly redistributed to local governments. Approximately one-third of funding comes from state sources (mainly from fuel taxes and vehicle fees). Slightly less than half of funding comes from local sources (mainly from local sales taxes and transit fares) and a little more than sixty percent of these funds are redistributed directly to local governments.
- Figures 5 and 6 show that a combination of federal, state, and local revenues from a variety of sources flow through multiple state accounts and programs into many channels, only to end up combined to fund large scale state and local transportation projects.
- At each step in these processes, federal and state laws and regulations add their own rules, conditions, and processes to these funding streams, which results in a wide array of overlapping and complicated project requirements.

Instead of favoring categorical programs, competitive grants, and earmarks that create administrative inefficiencies, complex and conflicting requirements, and burdensome bureaucratic rules that restrict innovation, the next surface transportation law should remove most programmatic funding restrictions and provide states with appropriate funding by simple to understand formulas.

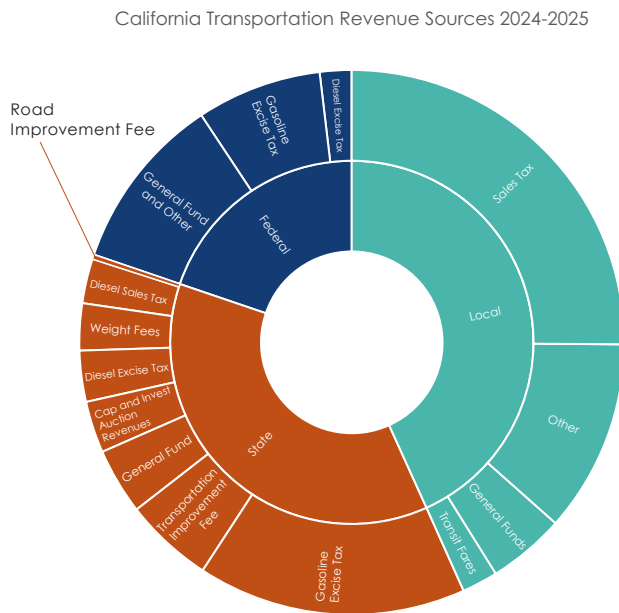
These formulas should either simply guarantee redistribution of dollars collected from federal taxes to each state without further rules or restrictions or use clear and easy to understand formula metrics like land area, overall and urban populations, and road mileage to allocate funds.

Moreover, to enhance flexibility and program efficiency, Congress should allow maximum transferability among formula program categories, without federal approval, ensuring states can direct funds to the right projects at the right time.

¹ [The Highway Funding Formula: History and Current Status Under the Infrastructure Investment and Jobs Act](#), Congressional Research Service, February 15, 2024.

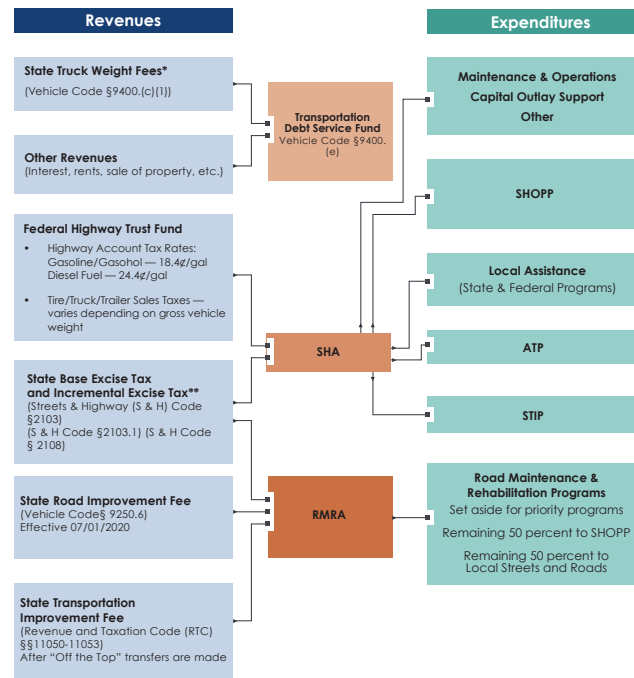
RELIABLE FEDERAL, STATE, AND LOCAL FUNDING ARE ALL NEEDED TO MEET TRANSPORTATION DEMANDS

Figure 4. Proportion of California Federal and State Transportation Fund Sources for State Fiscal Year 2022-2023¹



¹ [Overview of Transportation Funding in California](#), Legislative Analystist Office. Retrieved on October 29, 2025.

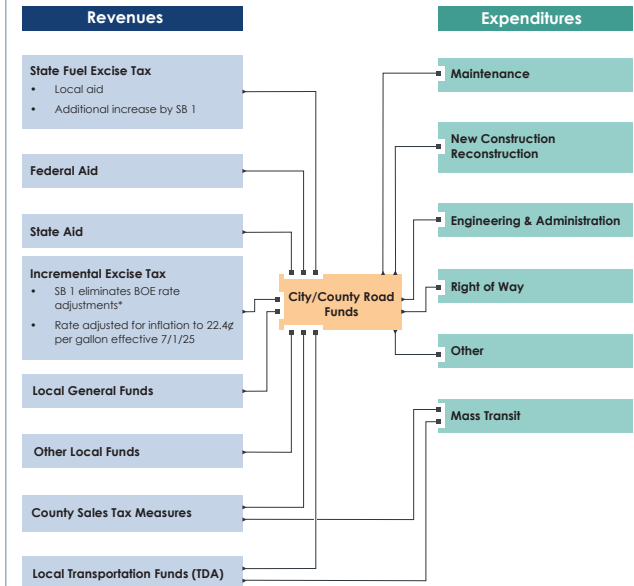
Figure 5. State and Federal Highway Funding State Fiscal Year 2025



* Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.

** The Fuel Tax Swap was originally enacted in 2010 as ABX8 6/SB 70 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26 (2010). The Road Maintenance and Rehabilitation Act of 2017 (SB 1) replaced the price-based excise tax with an incremental excise tax of 17.3¢ per gallon rate on July 1, 2019 that adjusts for inflation starting in 2020.

Figure 6. Local Street and Road Funding for State Fiscal Year 2025



Revenues and expenditures reported in the State Controller, Annual Reports of Financial Transactions at <https://bythenumbers.sco.ca.gov/>:

* Streets and Roads

* Transit Operators

* Transportation Planning Agencies

* See Road Repair and Accountability Act of 2017 (SB 1)

1.4. ALLOW STATE AND LOCAL TRANSPORTATION AGENCIES TO DIRECT FUNDS TO PROJECTS THAT BEST MEET THEIR NEEDS

Congress should provide stable federal funding that meets state and local needs, while prioritizing safety and efficiency across all modes of travel.

On July 17, 2025, US DOT Secretary Sean Duffy outlined an agenda for surface transportation reauthorization focused on four key pillars: enhancing safety across all modes of transportation, accelerating project delivery, increasing opportunities for strategic investments, and expanding partnerships with states and other stakeholders to improve transportation outcomes. Similarly, the U.S. House of Representative Transportation and Infrastructure Committee Chair, Sam Graves, has signaled that the committee intends to refocus on core infrastructure that moves people and goods safely and efficiently, while cutting red tape, accelerating project delivery, and providing states flexibility to address their priorities.

California's federal priorities generally align with these key reauthorization principles, and the state remains committed to advancing safety first, but current federal funding models do not adequately invest in safety and do not offer sufficient choices for travelers. Funding breakdowns by US DOT's modal administrations show that federal funding is highly concentrated on highway programs that prioritize car travel over all other forms of transportation, moving people in inefficient ways. Furthermore, federal investments in transportation infrastructure in California represent less than a quarter of the state's total transportation funding.

Figure 7 illustrates the funding disparities by modal administration and the proportionate share of funding from federal, state and local sources for FFY 2013 through 2026:

1. This figure clearly shows that highways (FHWA) receive the vast majority of US DOT's annual funding, both before and after the IIJA, compared to other modal administrations that receive much less funding. This locks state and local governments into supporting forms of travel that do not meet their constituents' needs.
2. The figure also shows that annual state and local expenditures in California are roughly four times the amount of federal expenditures. The federal government needs to keep pace with state investments by paying their fair share of infrastructure costs.
3. Since 2015, almost all federal transportation spending has been marked as discretionary spending, requiring Congress to take annual appropriation votes to continue funding transportation infrastructure. Delays in the appropriations process introduce uncertainty that federal funds will be available for projects that are expected to use this funding source.

Congress should tie federal funding to broad transportation objectives such as safety outcomes, traveler mobility, efficiency in reaching destinations, and infrastructure conditions, instead of siloing funding within modal administrations. Congress should also ensure states have sufficient flexibility to spend funds on projects that meet state and local needs while also meeting these overall objectives.

Congress should maintain current funding levels (plus inflation) as the baseline level for federal funding. In addition, Congress should seek to match state and local investments in infrastructure by providing at least one-third as much funding for transportation as state and local governments provide.

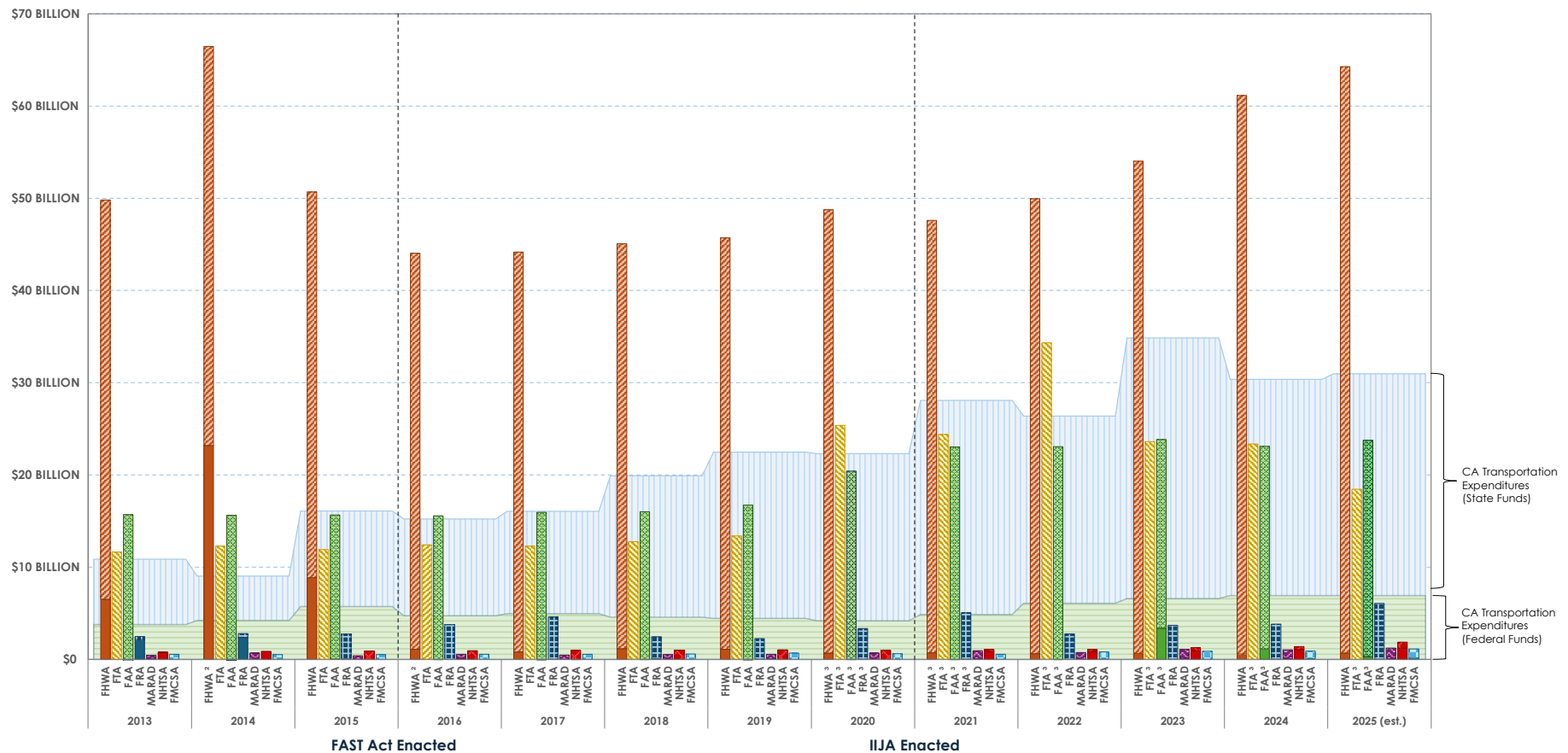
Congress should set mandatory annual funding levels based on expected highway trust fund revenues over the course of the next surface transportation reauthorization bill to provide stability and certainty that federal funding will be available for critical multi-year infrastructure projects.

FEDERAL FUNDING SILOES RESTRICT CALIFORNIANS FROM MAKING CHOICES THAT BEST MEET THEIR NEEDS FOR SAFE AND EFFICIENT TRAVEL

Figure 7. National Mandatory and Discretionary Expenditures by Modal Administration vs. California State and Federal Expenditures for FFY 2013 through FFY 2025

The chart below compares federal transportation funding by modal administration with California state transportation expenditures from 2013 to 2025. The chart shows changes in funding patterns over the last two federal surface transportation laws. National federal funding is shown by modal administration in the hatched bars. California's state and federal expenditures on transportation are shown in the shaded area behind the bars.

Federal Funding by Modal Administration¹ vs. State Transportation Expenditures⁴ (2013 through 2025)



¹ DOT FY Budget Estimates, 2015 through 2026, U.S. Department of Transportation, Retrieved on September 15, 2025.

² FHWA funding includes one-time transfer from federal General Funds to the federal Highway Trust Fund.

³ Includes one-time funding from the 2020 Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2021 American Rescue Plan Act (ARPA), and 2021 Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act.

⁴ LAO Budget Series, Transportation Proposals and Spending Plans: Transportation, 2015 through 2026, Legislative Analyst's Office, Retrieved on September 10, 2025.

2. SAFETY REMAINS CALIFORNIA'S TOP TRANSPORTATION PRIORITY

Congress and the US DOT should continue to put safety first.

In 2023, more than 3,600 Californians died and 14,000 experienced serious injuries on the state's public roadways. Road-related crashes are the leading cause of death for Californians from ages 5 to 24 and the second and third leading causes of deaths, respectively, from ages 25 to 34 and 35 to 44. Californians between the ages of 5 to 44 are almost twice as likely to die from road-related injuries than from homicides.¹ Pedestrians, bicyclists, rural travelers, and tribal members also face significantly higher fatality and serious injury rates than other populations.

Recognizing road injuries as a public health challenge, the California State Transportation Agency (CalSTA) and the California Health and Human Services Agency joined together in 2025 to create the state's first joint policy on road safety that commits California to a prevention-first, Safe System Approach to eliminate fatal and serious traffic injuries. This policy recognizes that road-related crashes are a preventable tragedy, and prevention begins long before someone gets behind the wheel.

California's approach emphasizes that there is a need for comprehensive changes that combine infrastructure, engagement, and policy innovation

to create a safer, more connected transportation system. All stakeholders, including government at all levels, industry, non-profits, advocacy groups, researchers, and the public, are vital to preventing fatalities and serious injuries on our roadways. As the US DOT's guidance on the Safe Systems Approach says, "making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care."²

However, spending by modal administrations (via FHWA, FTA, FRA, FAA, and MARAD) focuses the vast majority of US DOT's funds on physical roadway infrastructure through the FHWA, while dedicated funding for vehicle safety and behavioral safety programs (via NHTSA and FMCSA) represents a small fraction of overall transportation funding. As Figure 8 below shows, people travelling by road face much higher rates of fatalities than those who travel by air, rail, or transit. Current highway programs fail to truly prioritize moving people and goods safely and efficiently. Californians should feel as safe driving a car, riding a motorcycle, or walking and biking as they do in the air, on rails, or on transit.

Congress should address these structural problems in the next surface transportation bill by providing dedicated funding for proactive safety programs that provide states with the ability to make changes, supported by the best available evidence, that most effectively reduce deaths and serious injuries on our roadways. State and local agencies know their transportation systems best and the federal government should remove restrictions to give communities the appropriate flexibility to build safe systems based on their needs.

Congress should also continue to prioritize funding to prevent these tragic deaths and injuries by focusing on our most vulnerable road users that are disproportionately affected by road-related deaths and injuries. As part of these efforts, Congress should explore funding changes to create a unified safety administration within the US DOT that works across modes with the sole purpose of making transportation systems safer and reducing deaths and serious injuries to zero.

¹ [2024 California State of Public Health Report](#), California Department of Public Health, March 17, 2025.

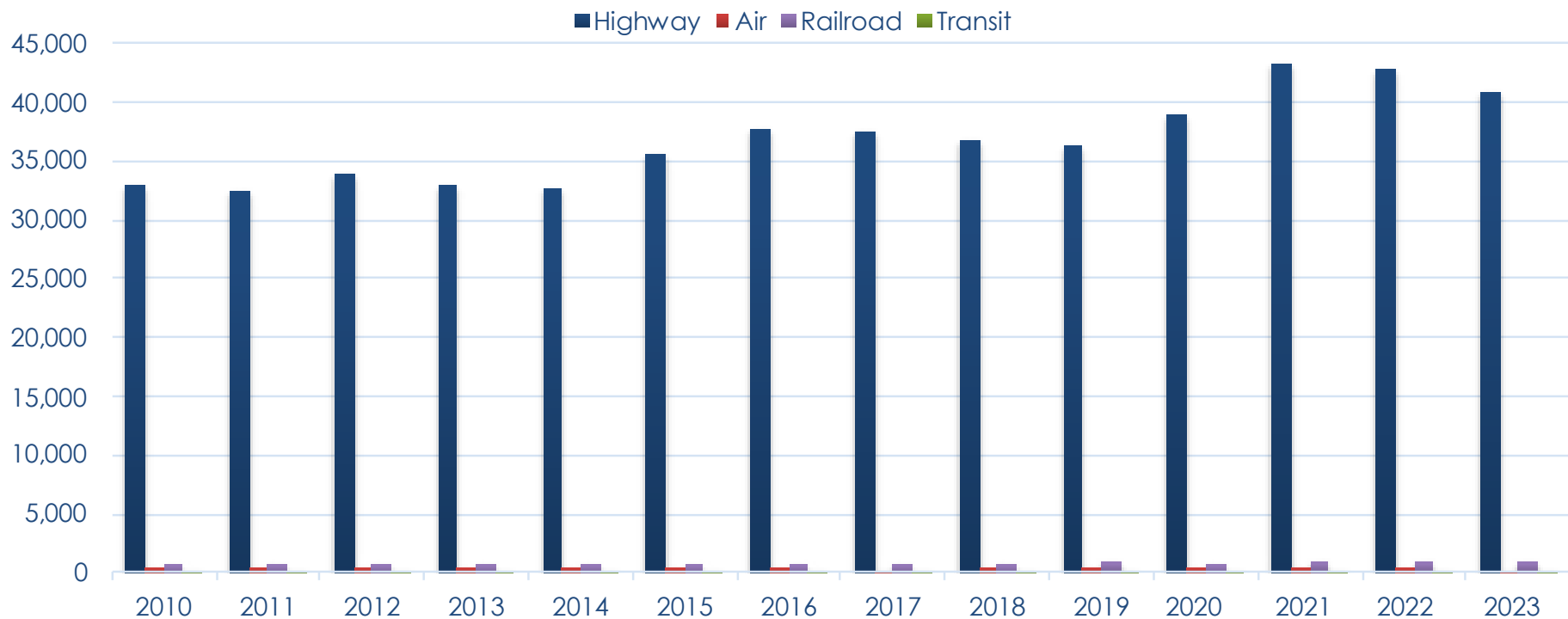
² [Zero Deaths and Safe System](#), US DOT FHWA, Retrieved November 1, 2025.

ALMOST ALL TRANSPORTATION-RELATED FATALITIES OCCUR FROM AUTOMOTIVE TRAVEL ON THE NATION'S ROADS AND HIGHWAYS

Figure 8. National Transportation Fatalities by Mode, 2010-2023¹

The chart below shows nationwide transportation-related fatalities by mode of travel for calendar years 2010 through 2025. The chart shows that the vast majority of fatalities occur on our roads and highways as compared to rail, transit, and air travel. Reported fatalities increased in 2019 and 2020 to a peak in 2021 and have been on a downward trend since that time.

Transportation Fatalities by Mode



¹ [Transportation Fatalities by Mode](#). US DOT Bureau of Transportation Statistics. May 28, 2025.

3.1. CALIFORNIA'S ECONOMIC PROSPERITY DEPENDS ON CONTINUED INVESTMENTS IN THE STATE'S TRANSPORTATION SYSTEM

Congress should support a “Fix-it-First” approach to infrastructure investments to maintain a modern transportation system and invest where needs are the greatest.

Transportation systems connect people with opportunities that support a healthy and high-quality life and power local, regional, and international economies. California's network of roads, rail, sidewalks, bikeways, ferries, and bridges are used heavily, with significantly more vehicle miles of travel on our roads than any other state in the nation. These networks are necessary for Californians to get access to schools, jobs, shopping, and health services. The transportation system also supports one of the largest tourism industries in the nation, which brings significant visitors, entertainment, and revenue to the state and local economies—as demonstrated in Los Angeles, where the city is set to host the 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games.

These demands on the transportation system, combined with our aging infrastructure, create significant needs for rehabilitation and replacement of existing assets. That is why California adopted a “Fix-it-First” policy with the passage of the Road Repair and Accountability Act, Senate Bill 1 (SB 1), in 2017. This approach means that the state is investing first in maintaining existing transportation infrastructure before we expand systems or services. Funding provided by the state fuel tax and local sales tax measures have provided much needed revenue for repairs, but California continues to have a more than \$4 billion backlog of deferred state and local infrastructure repairs to address all its identified needs:

- In addition to the state network of more than 50,000 highway lane miles, 13,000 bridges and tunnels, and 240,000 culverts, local and regional governments also maintain more than 162,000 road miles. California also has the largest Native American population in the nation, with more than 800,000 tribal members. Collectively, California tribal nations and rancherias manage more than 930 miles of roadways with an estimated need of more than \$500 million over the next ten years for pavement alone.
- The IIJA began addressing major maintenance and safety concerns with aging bridges through the creation of the Bridge Formula Program (BFP) and the Bridge Investment Program (BIP), but underinvestment over many decades means this program cannot be a one-time effort. About half of California's state-owned bridges remain in fair condition, while 3.5 percent are rated poor.
- The state also directs federal funding from the NHPP and the STBGP to maintain the Highway Bridge Program (HBP) that funds locally-owned bridge maintenance and replacement. This program has 800 projects in its 15-year backlog, with total eligible costs of \$3.9 billion. California historically provided about \$300 million annually for this program, which was inadequate to keep local bridges in fair condition. Increased federal funding from the IIJA has enabled the state to provide a \$600 million annual funding level for this program.

Congress should enact “Fix-it-First” policies that invest first in maintaining existing transportation infrastructure before expanding systems or services. It is critical that both state and local agencies receive adequate funding to maintain their respective systems.

Congress should also ensure continued funding for state departments of transportation while also directing a balanced portion of federal funding to local and regional jurisdictions to meet their transportation needs at the community level.

California's bridges, including those on the National Highway System, require substantial investment to meet the state's 10-year targets. Current studies show that the state needs to maintain at least an \$800 million annual funding level over the next 20 years to maintain the condition of the state's local bridges. Congress should continue to fund federal bridge programs at or above IIJA levels to achieve these targets and maintain the nation's existing bridges in good condition.

3.2 TRANSPORTATION SYSTEMS FACE MANY EMERGING ISSUES THAT THREATEN TO INTERRUPT CRITICAL ECONOMIC PATHWAYS

Congress should fund preventative programs that improve transportation resiliency, reduce the risks of future catastrophic events, and speed recovery and repair efforts.

California's transportation system plays many critical roles, from keeping freight moving efficiently across the nation to providing emergency access during major disasters like earthquakes and wildfires. As a central hub in the national supply chain, we must continue investing in infrastructure that keeps California's goods movement system flowing through any supply chain interruption. As we saw during the COVID-19 pandemic, California's seaports and their air, rail, and roadway connections play an essential role in supplying the nation with goods. This system must be resilient and well-supported to support vital national economic stability and trade competitiveness.

California has also experienced cyclical natural disasters with severe consequences, including extreme heat events and severe wildfires followed by subsequent rainstorms caused by atmospheric rivers—and the costs and frequency of these events continue to increase each year. Events like the recent Los Angeles wildfire have lasting effects on the landscape, creating a heightened risk of future flooding and debris flows in burn scars. These threats reach every type of transportation infrastructure, from severe flooding and landslides that frequently close highway corridors throughout California's rural areas to the eroding Del Mar bluffs that interrupt passenger rail services on the second busiest rail corridor in the nation. Thus, it is critical that states receive timely and adequate funding to repair damages from natural

disasters from the US DOT's Emergency Relief programs and other sources for highway, transit, and rail projects.

California and other states need resilient systems that can withstand natural disasters, temporary infrastructure failures, and other domestic disturbances to serve these important emergency access and public evacuation functions.

- The IIJA established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program to provide \$1.4 billion in funding over five years for highway, transit, and some port projects that make the surface transportation system more resilient to natural hazards, extreme weather events, and other natural disasters.
- The FHWA Emergency Relief program currently provides only \$100 million each year nationwide for disaster recovery, which is clearly inadequate for the hundreds of disasters each year that run into billions of dollars in damages. Future surface transportation legislation must continue and increase funding for these critical programs.
- AASHTO has called for Congress to increase Emergency Relief Program funding above the \$100 million currently authorized annually from the Highway Trust Fund in a way that does not take away funds that otherwise would be made available for surface transportation. At the same time, federal regulations require eligible projects to be ready for funding obligation within two years of the disaster event.

Congress should continue to support planning and project funding for programs that make our supply chains more resilient, diverse, and secure to ensure our economic prosperity, public health, and national security. Resiliency funding should be available for proactive projects with demonstrated benefits to protect critical infrastructure for both economic benefits and quality of life.

Congress should increase annual Emergency Relief program funding to a level that would cover the average actual disaster reimbursements made over the past 10-year period. Congress should also ensure that state and local governments are provided six years to obligate federal Emergency Relief funds, as called for in the Transportation Emergency Relief Extension Act (as introduced in the 119th Congress in S.2635 [Sen. Padilla] and H.R.4847 [Rep. Garamendi]).

3.3. TRAVELERS NEED TRANSPORTATION OPTIONS THAT ALLOW THEM TO FREELY CHOOSE THEIR PREFERRED MODE OF TRAVEL

Congress should support transportation networks that give travelers freedom of choice to move by foot, bike, road, rail, transit, and air in whatever way that best meets their needs.

California's multimodal transportation system is essential for economic competitiveness, environmental sustainability, and improving access to jobs and services for all residents. This system integrates various modes of transport, including public transportation, cycling, walking, passenger rail, and freight movement, to provide more transportation options, a more resilient supply chain, and an enhanced quality of life for Californians. It is essential to maintain investment in multimodal transportation across all sectors. Furthermore, future planning must prioritize coordination among various transportation modes to develop an integrated, efficient, and resilient system.

Over the next decade, California's four largest urban areas are planning to improve the management of the existing state highway system, significantly expanding their express lane networks, signaling a broader shift to more sustainable and equitable transportation options. Revenue from existing and future express lanes projects will support rail and transit projects to reduce traffic congestion and improve the efficiency of the state's roadways.

Investing in active transportation also supports California's transportation goals while enhancing public health and quality of life. The state is committed to increasing walking and bicycling trips through the Active Transportation Program and supports these investments with federal, state, and local funding. These initiatives are vital for creating safer, healthier, and

more sustainable communities through infrastructure like bike lanes and pedestrian paths.

Federal support is also needed to sustain and expand rail infrastructure, including dedicated funding for capital improvements, safety upgrades, and corridor development. Stable, formula-based funding is critical for long-term rail planning and delivery and vital for reducing congestion, lowering emissions, and providing efficient travel options for residents and visitors alike.

- Public transportation in urban and rural areas is vital to our transportation system and essential to achieving our state's goals. These systems need more federal support, as the state has already identified an unmet 10-year need of at least \$350 billion for transit maintenance and improvements.
- The IIJA included \$200 million annually for the Active Transportation Infrastructure Investment Program (ATIIP), to provide competitive connectivity grants that strategically invest in projects connecting active transportation networks. This funding is necessary to empower communities to plan and construct safe routes to everyday destinations for millions of Americans who either do not have the option to drive or choose to walk, bike, and take transit.
- California's development of high-speed rail is a significant focus as the backbone of the state's passenger rail system. California emphasizes the need for continued federal support to develop a high-speed rail network as a key part of the state's transportation goals.

Congress should continue to maintain federal transit funding at or above the year five IIJA baseline, adjusted for inflation. Congress should also reject any proposals that would either eliminate the Mass Transit Account of the Highway Trust Fund or prohibit states from using highway formula funds for public transit.

Congress should continue and fully fund the ATIIP to provide baseline federal funding for active transportation projects. Congress should also increase funding for the HSIP and the STBGP, including proportionate growth in the Transportation Alternatives (STBG-TA) set-aside. Active transportation projects that improve safety, public health, and quality of life should also remain eligible for funding from the Highway Trust Fund.

Congress should continue to provide robust rail program funding at or above the year five IIJA baseline, adjusted for inflation. Congress should also establish a dedicated formula capital funding program for intercity passenger rail projects to improve and expand passenger rail service and maintain equipment.

4. TRANSPORTATION IS CHANGING AND FUTURE PROGRAMS MUST EMBRACE TRANSFORMATIVE TECHNOLOGIES AND PROCESSES

Congress should remove barriers to delivering projects, modernize outdated processes, and invest strategically in innovation.

In 2020, autonomous vehicles and artificial intelligence (AI) were still science fiction. Today, more than 2,500 driverless cars are operating on the streets of San Francisco and Los Angeles and ChatGPT receives more than 800 million users every week. As society changes, the transportation sector is also undergoing a technological transformation. Functions that once involved only basic incident monitoring have evolved into real-time, AI-powered network optimization and predictive operations.

California's leadership in transportation technology demonstrates the transformative potential of data-driven systems, automation, electrification, and advanced intelligent transportation systems (ITS). US DOT recognizes that states need broader authority to test, pilot, and scale emerging technologies like connected and autonomous vehicles (CAVs), integrated and automated multimodal ticketing platforms, AI-enabled operations, digital construction technologies—without overburdensome federal constraints.

However, these tools are still broadly untested and widespread use could risk introducing false, malicious, or biased content into the transportation system. While California seeks to use these technologies with appropriate guardrails, Congress should also direct US DOT to develop national guidance

and upgrade infrastructure for automation, electrification, and secure digital connectivity.

Technology is not the only change on the horizon, as California has also been working to more quickly deliver transportation projects. Process improvements, such as reforms to environmental review and permitting, can reduce administrative delays and move projects from planning to completion quickly and efficiently. It is critical that California continue to have access to streamlined processes like NEPA assignment, and Congress should expand these efficiencies to other federal permitting processes and programs. California strongly supports efforts to streamline federal regulations to facilitate project delivery without diminishing environmental safeguards.

California also recognizes that private sector capital and expertise can greatly contribute to transportation infrastructure through public-private partnerships. By offering reasonable investment returns, public agencies can partner with the private sector to develop, construct, and operate additional transportation projects to accelerate goods movement, improve air quality and facilitate California's economic development. We also believe that federal infrastructure investment should recognize and reward states like California that come to the table with new funding to support successful partnership with the federal government.

Congress should adopt a forward-leaning policy framework that removes structural barriers, modernizes outdated processes, and invests strategically in innovation to ensure the nation keeps pace with rapid technological change. Congress should also significantly bolster funding for research, development, demonstration, and deployment of advanced and emerging technologies, including CAV infrastructure, real-time data platforms, and digital mobility tools.

Congress should incorporate equity guardrails into technology programs to guarantee that historically underserved communities realize the safety, mobility, and environmental benefits of innovation—not merely affluent or early-adopting regions.

Congress should mandate reforms to environmental review and permitting processes that reduce administrative delays and enable states to rapidly deploy emerging technologies. Congress should also expand programs and incentives that facilitate data sharing, joint initiatives, and cooperative project delivery between state and local governments and the private sector.

SIGNATORIES

In preparing for the reauthorization of the federal surface transportation legislation, California engaged a wide range of stakeholders, including regional agencies, local and tribal governments, industry partners, advocacy groups, and other non-traditional stakeholders. Further, Caltrans developed a statewide partner survey, a targeted Tribal Transportation survey, and presented at numerous stakeholder meetings—actively seeking feedback to ensure California's collective voice is heard and reflected in our reauthorization efforts. This process ensures the state's priorities are clearly represented in federal policy discussions, positioning California to effectively advocate for funding and programs that advance both state and national transportation goals.

NOTE: This page is reserved for organizations that have agreed to participate as signatories to the final document. To express interest in adding your organization as a signatory, please go to the build.ca.gov website and complete the online comment form or send an email with your organization's information to federal-liaison@dot.ca.gov



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 14 – (Type 3 – Formal)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the MCTC Policy Board, approved Amendment No. 14 to the 2025 FTIP on February 3, 2026. State and Federal approval is required for this amendment. The amendment includes the following:

- Adds a new FTA Section 5311 project (MAD 313040) for two new transit vehicles, per City of Chowchilla request.

Amendment No. 14 to the 2025 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

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

February 3, 2026

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

Attention: Noe Puente

Subject: Submittal of the Madera County Amendment No. 14 (Type 3 – Formal) to the 2025 Federal Transportation Improvement Program

Enclosed for your approval is Amendment No. 14 (Type 3 – Formal) to the 2025 Federal Transportation Improvement Program (FTIP). The Executive Director of the Madera County Transportation Commission (MCTC) authorized by the Policy Board hereby approves Amendment No. 14 to the 2025 FTIP. State and Federal approval is required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 14 to the 2025 FTIP. The projects and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2025 FTIP via Amendment No. 14.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2025 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2025 FTIP Formal Amendment No. 14 addresses the following changes:
 - Adds a new FTA Section 5311 project (MAD 313040) for two new transit vehicles, per City of Chowchilla request.

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

- Public Involvement: Attachment 3 includes the Public Notice.

- **Conformity Requirements:** The proposed project changes have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

In addition, the projects and/or project phases contained in Amendment No. 14 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).

A 7-day public review and interagency consultation period was completed on February 2, 2026. The public participation process for Amendment No. 14 to the 2025 FTIP is consistent with the MCTC Board adopted Public Participation Plan.

An electronic copy of the four-year financial plan will be sent via email. Amendment No. 14 to the 2025 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

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

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

February 3, 2026

2025 FTIP Amendment No.14
Response to Comments

The Madera County Transportation Commission (MCTC) conducted a 7-day public review period beginning January 26, 2026, and concluding on February 2, 2026, for 2025 FTIP Amendment No. 14.

One (1) comment was received by Noe Puente from Caltrans on January 28, 2026.

Please see the response to the comment listed below.

Comment from Noe Puente, Caltrans FTIP/FSTIP Coordinator (Sacramento, CA)

Date Received: January 28, 2026.

Submitted via: Email

Subject: RE: IAC Consultation for Draft MCTC 2025 FTIP Amendment No.14 (Type 3 - Formal)

Response to Comment

Comment 1:

Financial Summary Tables – There is a typo on the revenue “sales tax – city” that lowers revenue and create a negative revenue-programmed balance.

Response:

Thank you for your observation, Mr. Puente. The typo on the Financial Summary Tables has been corrected.

ATTACHMENT 1

PROJECT LISTING

Summary of Changes
MCTC 2025 FTIP Amendment No. 14 (Formal, Type 3)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
New	MAD 313040 221-0000-0481	Section 5311; City of Chowchilla; Purchase 2 New Transit Vehicles	COST INCREASE	CON	\$0	\$230,000	25/26	5311	\$230,000	\$261,000	New project per City of Chowchilla Request
			COST INCREASE	CON	\$0	\$31,000	25/26	Local	\$31,000		

	24/25	25/26	26/27	27/28	Totals
5339	\$0	\$230,000	\$0	\$0	\$230,000
Local	\$0	\$31,000	\$0	\$0	\$31,000
Total	\$0	\$261,000	\$0	\$0	\$261,000

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

Item 4-4-D.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0481	TITLE (DESCRIPTION): 5311; Purchase 2 Transit Vehicles (City of Chowchilla, Section 5311; Purchase 2 Transit Vehicles)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD313040		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Chowchilla, City of
PROJECT MANAGER: Robin Roman

PHONE: (559) 665-8655

EMAIL: Rroman@cityofchowchilla.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	01/22/2026	JFINDLEY	Amendment - New Project	14	261,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
* Funding Agency:	CON			230,000						230,000
	Total:			230,000						230,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
* Funding Agency:	CON			31,000						31,000
	Total:			31,000						31,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			261,000						261,000
	Total:			261,000						261,000

Comments:
Per City of Chowchilla Request

***** Version 1 - 01/22/2026 *****

ATTACHMENT 2

FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
2025 FTIP
Amendment 14
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)							
			FY 2025		FY 2026		FY 2027		FY 2028	
			Amendment		Amendment		Amendment		Amendment	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current
			No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	No. 13	No. 14
LOCAL	Sales Tax		\$6,368	\$6,368	\$12,779	\$12,810	\$13,294	\$13,294	\$10,517	\$10,517
	City		\$4,556	\$4,556	\$10,504	\$10,535	\$11,620	\$11,620	\$8,413	\$8,413
	County		\$1,812	\$1,812	\$2,275	\$2,275	\$1,674	\$1,674	\$2,104	\$2,104
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds		\$105,100	\$105,100						
	County General Funds									
	City General Funds									
	Street Taxes and Developer Fees		\$105,100	\$105,100						
	RSTP Exchange funds									
	Transit									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	Other (See Appendix 2)									
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890		
	SHOPP		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890		
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program (ATP) ¹		\$395	\$395	\$2,417	\$2,417			\$6,201	\$6,201
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	1	\$11,052	\$11,052	\$2,828	\$2,828	\$2,984	\$2,984	\$6,737	\$6,737
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
FEDERAL TRANSIT	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
	Other (See Appendix 3)				\$3,073	\$3,073	\$70,494	\$70,494		
	State Total		\$42,386	\$42,386	\$87,336	\$87,336	\$133,475	\$133,475	\$93,045	\$93,045
	5307 - Urbanized Area Formula Grants		\$3,455	\$3,455	\$4,082	\$4,082	\$3,015	\$3,015	\$3,653	\$3,653
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas		\$646	\$646	\$674	\$904	\$703	\$703	\$734	\$734
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
FEDERAL HIGHWAY	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277	\$200	\$200			\$153	\$153
	FTA Transfer from Prior FTIP									
	Other (See Appendix 4)									
	Federal Transit Total		\$4,378	\$4,378	\$4,956	\$5,186	\$3,718	\$3,718	\$4,540	\$4,540
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,216	\$6,216	\$2,259	\$2,259	\$2,304	\$2,304	\$2,349	\$2,349
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
FEDERAL RAIL	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)	3								
	Tribal Transportation Program									
	Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other (see Appendix 5)		\$33,080	\$33,080	\$50,000	\$50,000	\$244	\$244		
	Federal Highway Total		\$39,755	\$39,755	\$52,564	\$52,564	\$2,704	\$2,704	\$2,836	\$2,836
INNOVATIVE FINANCE	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
	Federal Total		\$44,133	\$44,133	\$57,520	\$57,750	\$6,422	\$6,422	\$7,376	\$7,376
	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
	Innovative Financing Total									
REVENUE TOTAL			\$198,060	\$198,060	\$161,316	\$161,577	\$165,502	\$165,502	\$110,938	\$110,938

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

Madera County Transportation Commission
2025 FTIP
Amendment 14
(\$'s in 1,000)

Page 2 of 5

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 14
(\$'s in 1,000)

	FUNDING SOURCES	N O T E S	4 YEAR (FTIP Period)								
			FY 2025		FY 2026		FY 2027		FY 2028		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 13	Current No. 14	Prior No. 13	Current No. 14	Prior No. 13	Current No. 14	Prior No. 13	Current No. 14	
LOCAL	Local Total		\$111,468	\$111,468	\$12,779	\$12,810	\$13,294	\$13,294	\$10,517	\$10,517	\$148,089
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
	Other (See Appendix A)										
	Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹		\$395	\$395	\$2,417	\$2,417			\$6,201	\$6,201	\$9,013
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	1	\$11,052	\$11,052	\$2,828	\$2,828	\$2,984	\$2,984	\$6,737	\$6,737	\$23,601
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) ¹										
Other (See Appendix B)				\$3,073	\$3,073	\$70,494	\$70,494			\$73,567	
	State Total		\$42,386	\$42,386	\$87,336	\$87,336	\$133,475	\$133,475	\$93,045	\$93,045	\$356,242
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,455	\$3,455	\$4,082	\$4,082	\$3,015	\$3,015	\$3,653	\$3,653	\$14,205
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$646	\$646	\$674	\$904	\$703	\$703	\$734	\$734	\$2,987
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277	\$200	\$200			\$153	\$153	\$630
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		\$4,378	\$4,378	\$4,956	\$5,186	\$3,718	\$3,718	\$4,540	\$4,540	\$17,822
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,160	\$6,160	\$2,161	\$2,161	\$2,100	\$2,100	\$2,270	\$2,270	\$12,691
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487	\$1,407
	Promoting Resilient Operations for Transformative (PROTECT)										
Other (see Appendix D)		\$33,080	\$33,080	\$50,000	\$50,000	\$244	\$244			\$83,324	
	Federal Highway Total		\$39,699	\$39,699	\$52,466	\$52,466	\$2,500	\$2,500	\$2,757	\$2,757	\$97,422
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$44,077	\$44,077	\$57,422	\$57,652	\$6,218	\$6,218	\$7,297	\$7,297	\$115,244
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$198,004	\$198,004	\$161,218	\$161,479	\$165,298	\$165,298	\$110,859	\$110,859	\$635,640

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

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

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

Template Updated: 3/5/2024

TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 14
(\$'s in 1,000)

Appendix A - Regional Other

[illegible]

Appendix B - State Other

[illegible]

Appendix C - Federal Transit Other

[illegible]

Appendix D - Federal Highway Other

[illegible]

Appendix E - Federal Railroad Administration Other

[illegible]

Appendix F - Innovative Finance Other

[illegible]

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 14
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2025		FY 2026		FY 2027		FY 2028		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
	Other									
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Carbon Reduction Program (CRP)									
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other									
	Federal Highway Total	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437

ATTACHMENT 3
PUBLIC PARTICIPATION

**NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE
DRAFT AMENDMENT NO. 14 TO THE 2025 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2025 Federal Transportation Improvement Program (FTIP). The 2025 FTIP is the programming document that identifies four years (FY 24/25, FY 25/26, FY 26/27 and FY 27/28) of federal, state and local funding sources for projects in Madera County.

The proposed amendment will be circulated for a 7-day public comment period. MCTC's adopted FTIP amendment procedures do not require a public hearing for Type 3 amendments. Additionally, Type 3 amendments may be approved by the MCTC Executive Director as authorized by the MCTC Policy Board.

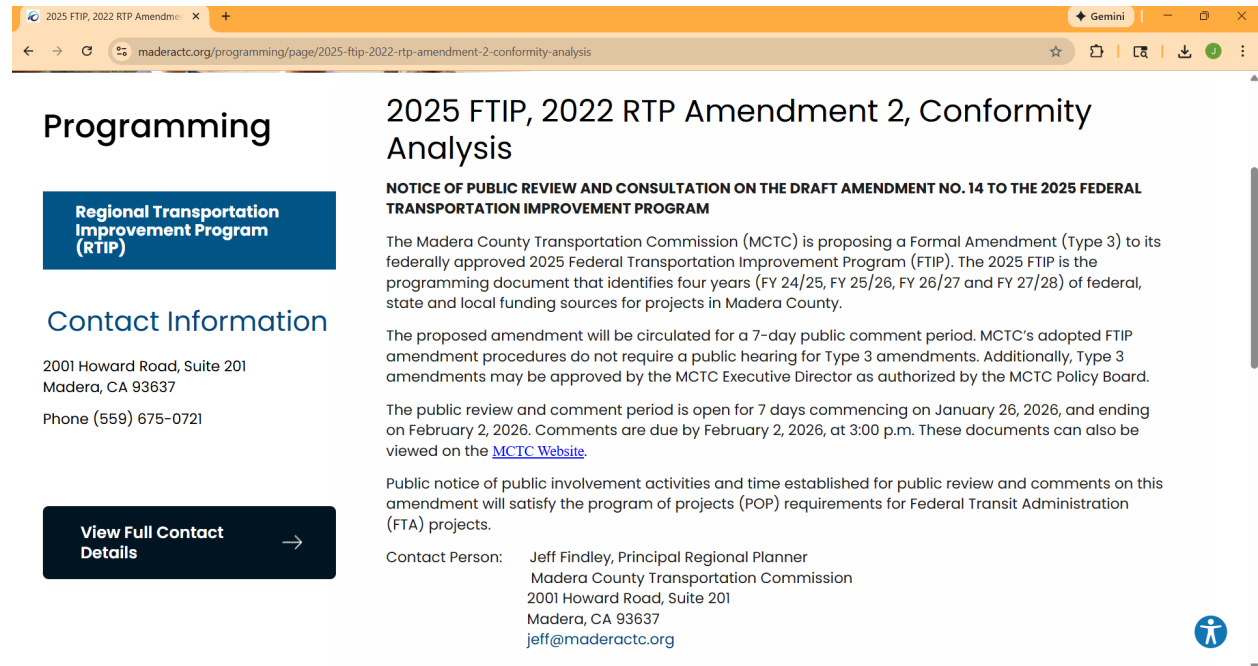
The public review and comment period is open for 7 days commencing on January 26, 2026, and ending on February 2, 2026. Comments are due by February 2, 2026, at 3:00 p.m. These documents can also be viewed on the [MCTC Website](#).

Public notice of public involvement activities and time established for public review and comments on this amendment will satisfy the program of projects (POP) requirements for Federal Transit Administration (FTA) projects.

Contact Person: Jeff Findley, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
jeff@maderactc.org

Public Review Notice

2025 FTIP Amendment No. 14



The screenshot shows a web browser window with the URL maderactc.org/programming/page/2025-ftip-2022-rtp-amendment-2-conformity-analysis. The page has a blue header with the text "Programming" and a blue button labeled "Regional Transportation Improvement Program (RTIP)". Below this is a section titled "Contact Information" with the address "2001 Howard Road, Suite 201, Madera, CA 93637" and phone number "Phone (559) 675-0721". A dark blue button labeled "View Full Contact Details" with a right arrow is also present. The main content area is titled "2025 FTIP, 2022 RTP Amendment 2, Conformity Analysis" and contains a "NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE DRAFT AMENDMENT NO. 14 TO THE 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM". The notice text states that the Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its 2025 Federal Transportation Improvement Program (FTIP). It identifies four years (FY 24/25, FY 25/26, FY 26/27 and FY 27/28) of federal, state and local funding sources for projects in Madera County. The notice also states that the proposed amendment will be circulated for a 7-day public comment period. MCTC's adopted FTIP amendment procedures do not require a public hearing for Type 3 amendments. Additionally, Type 3 amendments may be approved by the MCTC Executive Director as authorized by the MCTC Policy Board. The public review and comment period is open for 7 days commencing on January 26, 2026, and ending on February 2, 2026. Comments are due by February 2, 2026, at 3:00 p.m. These documents can also be viewed on the [MCTC Website](#). The notice concludes with a statement that public notice of public involvement activities and time established for public review and comments on this amendment will satisfy the program of projects (POP) requirements for Federal Transit Administration (FTA) projects. The contact person is listed as Jeff Findley, Principal Regional Planner, Madera County Transportation Commission, 2001 Howard Road, Suite 201, Madera, CA 93637, with email jeff@maderactc.org.



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-E

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Performance Measure 1: Safety Target Acceptance

Enclosure: No

Action: Adopt the 2026 Caltrans Statewide Safety Performance Management Targets (SPMTS)

SUMMARY:

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), sets statewide safety targets for five safety measures every year, known as Safety Performance Management Targets (SPMTs). This is pursuant to the Federal Moving Ahead for Progress in the 21st Century Act (MAP-21). The safety performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries

Metropolitan Planning Organizations (MPOs) can either choose to support the statewide target or set a separate regional target. In 2024, Caltrans set statewide safety targets consistent with the National Highway Traffic Safety Administration (NHTSA)'s new requirement that would reflect constant targets between the 2021 and 2026 five-year rolling average.

Caltrans and OTS agreed on a method for the performance measures in fiscal years 2024, 2025, and 2026 that builds on trends occurring during COVID and other impacts that are causing fatalities and serious injuries to increase. The State ensured that targets provide a reduction or remain constant compared to the 2021 five-year rolling average, aligned with the NHTSA rulemaking. Therefore, OTS set the 2026 five-year rolling average target equal to the 2021 five-year rolling average and used the average annual change to calculate the

annual 2022, 2023, 2024, 2025 and 2026 values. Caltrans used the same 2025 target for 2026. The MCTC Board has previously supported that target.

In preparation for the California 2026 SPMT target setting efforts, Caltrans and MPOs participated in the MPO outreach webinar on September 25, 2025, to coordinate efforts. Since it is an annual target, MPOs must set regional targets by February 27, 2026. In order to be consistent with Caltrans' approach to safety target setting for 2026, MCTC will continue supporting statewide targets for 2026 as it has in past years. Based on this methodology, 2.84% and 3.69% are the annual reduction targets for the number of fatalities and serious injuries, respectively. Similarly, the annual reduction targets for the rate of fatalities and rate of serious injuries are 4.61% and 3.69%, respectively. The number of non-motorized fatalities and serious injuries are computed using 2.84% and 3.69% annual reduction, respectively, to calculate the annual target for 2026.

Staff recommend adopting the statewide targets for all five safety performance measures for 2026, as identified in Table 1. The regional targets are shown in Table 2.

Table 1. 2026 Caltrans Statewide Safety Performance Management Targets (PM 1)

<i>Performance Target</i>	<i>FY 2026 Target (5- Yr. Average)</i>	<i>Average Annual Reduction</i>
<i>Number of Fatalities</i>	3,933.2	-2.84%
<i>Rate of Fatalities (per 100M VMT)</i>	1.2	-4.61%
<i>Number of Serious Injuries</i>	16,016.9	-3.69%
<i>Rate of Serious Injuries (per 100M VMT)</i>	5.205	-3.69%
<i>Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries</i>	4,402.5	-2.84% for fatalities and -3.69% for serious injuries

Table 2. 2026 Regional Targets

<i>Performance Target</i>	<i>FY 2026 Target (5- Yr. Average)</i>	<i>FY 2026 Target (Actual Annual Number)</i>	<i>Percent Reduction (2026)</i>
<i>Number of Fatalities</i>	36.7	36	-2.84%
<i>Rate of Fatalities (per 100M VMT)</i>	1.83	1.7	-4.61%
<i>Number of Serious Injuries</i>	124.8	120.2	-3.69%
<i>Rate of Serious Injuries (per 100M VMT)</i>	6.2	6.0	-3.69%
<i>Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries</i>	15.8	15.3	-2.84% for fatalities and -3.69% for serious injuries

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-F

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Madera Transit Station Specific Plan (MTSP) for Madera County is available for public review and comment

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The MTSP has been prepared by the County of Madera, in coordination with regional and state partners, to guide long-term land use, circulation, and infrastructure planning for approximately 3,801 acres surrounding the future Madera Transit Station. The Plan replaces the 1995 Madera State Center Community College Specific Plan and reflects updated regional transportation investments, including Amtrak service and future California High-Speed Rail.

The MTSP establishes a framework for transit-oriented, mixed-use development that supports multimodal connectivity, economic development, housing, public services, and open space. Preparation of the Plan was funded in part through a Caltrans Sustainable Transportation Planning Grant, and the document reflects extensive coordination with partner agencies and public outreach conducted throughout the planning process.

The public review period is now open until February 23, 2026, providing community members, stakeholders, and agencies with the opportunity to review the Draft MTSP and submit formal comments.

Provide comments by email to annette.kephart@maderacounty.com or by mail to 200 W. 4th Street, Suite 3100, Madera, CA 93637.

More information and the draft document can be found on the County's website [here](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 4-G

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

February 2026 edition of *The Commission Vision*

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The February 2026 edition of *The Commission Vision*, MCTC's quarterly electronic newsletter, is now available! The newsletter highlights key updates on events, reports, and transportation projects across the Madera County Region and San Joaquin Valley.

This edition features a message from the new MCTC Chair, invites the public to participate in upcoming Sustainable Community Strategy workshops, provides updates on federal transportation priorities, and more.

Individuals who wish to stay informed about regional planning efforts can subscribe to *The Commission Vision* through a [link](#) on the MCTC [website](#) or contact Natalia Austin at naustin@maderactc.org.

Click [here](#) to access the latest edition.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update – February 2026

Enclosure: Yes

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

SUMMARY:

Gus Khouri, Khouri Consulting, will present the following:

1. **2026 Legislative Outlook** – An overview of the legislative timeline and process as bills are introduced ahead of the February 20 deadline. An update on newly introduced legislation will be provided at the March MCTC Policy Board Meeting.
2. **Gas Tax Successor Source Discussion**
 - Road User Charge, AB 1421 (Wilson), and its potential impact on Madera
 - Conversion to a Vehicle Registration Fee and its potential impact on Madera

A summary of these items, prepared by Mr. Khouri, is included in the agenda packet.

FISCAL IMPACT:

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



February 12, 2026

TO: Board Members, Madera County Transportation Commission

FROM: Gus Khouri, President
Mitch Weiss, Legislative Advocate
Khoury Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – FEBRUARY**

2026 Outlook

The legislature is in the process of introducing bills by the February 20 deadline. Policy Committee hearings will commence shortly after, with bills that have been in print for 30 days being eligible for action. All bills, whether they are in the house of origin (Assembly bills in the Assembly, Senate bills in the Senate, or those in the other house), must be acted upon by July 2 to remain alive. The legislature will hold budget subcommittee meetings and leave items open until the release of the Governor's May Revision, which must be published by May 14. Legislators will have until June 15 to submit a balanced budget to the Governor, who must sign it by June 30.

Gas Tax Successor Source Discussion

MCTC's primary objective has been to secure funding to enhance safety on Highways 41, 99, and 233, and to implement multimodal improvements to enhance transit and active transportation.

Opportunities will be contingent on the availability of state funding, which has been in decline or constrained, on reliance on gas tax revenue, and on the reorientation of an extended Cap and Invest Program that deprioritizes transit and absorbs General Fund obligations.

It is imperative that a successor to the gas tax and the diesel sales tax be enacted as soon as possible to fund highway safety projects, local streets and roads, transit, passenger rail, and active transportation.

Road User Charge

Gas tax, the primary source of transportation funding, is declining in revenue due to increased fuel efficiency. In 2014, the Legislature initiated a pilot program (SB 1077) to study a road charge model as a potential replacement for the gas tax.

Given the limited number of participants from rural and low-income areas, further work is needed to recommend an appropriate charge rate. A recent pilot was tested at 2.5 cents per mile. Implementation issues include protecting privacy in data collection, enforcement, and compliance. There are concerns about equity and affordability, particularly in less densely populated areas where the jobs-housing imbalance is more pronounced, forcing people to drive farther to access work, goods, and services.

In 2017, SB 1 increased the gas tax, indexed it to inflation, and enacted additional transportation funding. SB 1 has delayed action on addressing the decline in gas tax revenue, but the need to identify a replacement for the gas tax as the primary source of transportation funding may come to the forefront soon. The Legislative Analyst's Office (LAO) estimates the state will experience a \$5 billion reduction in funding over the next decade. The [\(LAO\) report](#) projects declines of \$5 billion, or 64%, in the state's gasoline excise tax, \$290 million, or 20%, in the diesel excise tax, and \$420 million, or 20%, in the diesel sales tax, over the next decade.

For 2026, MCTC has approximately \$4.5 million in programming capacity in State Transportation Improvement Program (STIP) funds, a flexible, formula-based funding source that can be used for local streets and roads, highways, mass transit guideways, and active transportation. The STIP would be compromised without a solution to the gas tax funding source. Each city and county would see a reduction in funding for local streets and roads, as would Caltrans for maintaining the state highway system and transit agencies for transit capital and operations, due to a decline in diesel sales tax revenue. The objective is complete work between Avenues 7 and 12 on State Route 99.

[AB 1421 \(Wilson\)](#)

Assemblymember Lori Wilson (D-Solano), Chair of the Assembly Transportation Committee, authored AB 1431 to continue the conversation on the feasibility of a road user charge (RUC). The bill requires the California Transportation Commission to prepare recommendations on implementing an RUC. The bill is currently in the Senate and can be heard until July 2 to remain alive.

[Impact on Madera](#)

On average, each registered driver statewide pays approximately \$292 in gas tax annually, or \$272 per registered gas-powered vehicle. Using Caltrans data on vehicle miles traveled in Madera County, applying that metric to Madera residents would result in an increase of \$148 per registered vehicle or \$295 per driver, more than Madera residents currently pay in gas taxes.

[Conversion to a Vehicle Registration Fee is a Viable Solution](#)

The Vehicle Registration Fee (VRF) is independent of fuel source, fuel economy, and travel patterns, protecting privacy and providing a stable, predictable, and growing revenue stream. Even with inflation indexing, as cars depreciate, owners would pay less. The State could convert entirely to a vehicle registration fee, eliminate the state gas tax (currently 61.2 cents per gallon), and reduce the Road Improvement Fee (RIF), which is collected on electric vehicles.

California has over 32 million registered vehicles, and electric vehicles account for less than 7% (2.5 million). Only those purchased after 2020 are subject to the Road Improvement Fee of \$121, which is indexed annually. In 2024, the [New Car Dealers Association reported](#) that 1.75 million vehicles were sold statewide, with almost 400,000 of those being electric vehicles, roughly one in every four vehicles sold. Even when considering [Governor Newsom's Executive Order N-79-20](#), which requires that all cars manufactured in the state be electric vehicles by 2035, it would take over 18 years to fully convert to an

all-electric vehicle fleet, and this is before considering the removal of federal rebates and incentives for electric vehicles, which could further stagnate conversion.

Impact on Madera County

Car owners statewide could save between 77% and 87% if the State fully converted to a VRF system, rather than the current VRF and gas tax system. For Madera County, all drivers and vehicle owners would save by converting to a revenue-neutral VRF, compared with what they currently pay in gas taxes and registration fees.



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 5-B

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

2026 Regional Transportation Plan and Sustainable Communities Strategy Development Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is a long-range (minimum 20-year horizon) transportation planning document MCTC is required to update at least once every four years. The 2026 RTP/SCS will outline transportation infrastructure investments, coordinated with local jurisdictions land use planning, through the year 2049. Planned transportation improvements must be financially constrained based on reasonable funding estimates, and performance measures will be defined to evaluate plan effectiveness. Building upon prior plans and anticipated for adoption in Summer 2026, development of the 2026 RTP/SCS began with data collection and analysis, stakeholder engagement and public outreach, and the establishment of plan goals and objectives.

At this stage of the RTP/SCS development process, MCTC staff are actively evaluating Sustainable Communities Strategy (SCS) scenarios to assess greenhouse gas (GHG) reduction performance pursuant to California Senate Bill 375 (SB 375), as well as associated travel demand forecasts required for federal air quality conformity. Working in close coordination with the SCS consultant and a Valley-wide air quality specialist consultant, MCTC is testing alternative land use and transportation strategy combinations using the regional travel demand model to quantify vehicle miles traveled (VMT), emissions outcomes, and overall system performance. This iterative scenario analysis informs refinement of the preferred strategy and ensures the 2026 RTP/SCS meets both state climate targets and federal air quality requirements.

MCTC will host a focused public workshop in accordance with SB 375 and MCTC Public Participation Plan guidelines. The workshop will center on the SCS and will present a summary of the SCS purpose and statutory framework, the alternative scenarios being

modeled, and draft performance results derived from the regional travel demand model. Feedback received through this process will be incorporated into continued technical evaluation and selection of the preferred SCS approach within the 2026 RTP/SCS. The meeting will be conducted in a hybrid format, with both in-person and virtual participation options, and will be recorded for those unable to attend.

Upcoming Hybrid Workshop Date:

- Date: February 25, 2026
- Time: 5 – 6 p.m.
- Location: 2001 Howard Road, Suite 201 Madera, CA 93637
- Zoom: <https://us02web.zoom.us/j/86090052298>

Following the public workshop, MCTC will convene its SCS Advisory Committee to review the results of the Sustainable Communities Strategy scenario analysis, including GHG performance, travel demand outcomes, and public input received during outreach activities conducted. The Committee will deliberate on the comparative performance of the analyzed scenarios and consider stakeholder feedback before taking formal action to recommend a preferred SCS scenario to the MPO Policy Board for inclusion in the 2026 RTP/SCS.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – January 21, 2026

Enclosure: Yes

Action: Approve January 21, 2026, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for January 21, 2026, Policy Board Meeting.

FISCAL IMPACT:

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

EXECUTIVE MINUTES

Date: January 21, 2026

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Robert Poythress, Vice Chair
Commissioner Waseem Ahmed
Commissioner Robert Macaulay
Commissioner David Rogers

Member Appearing Remotely: Commissioner Jose Rodriguez, Chair

Member Absent: Commissioner Rohi Zacharia

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

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



1. CALL TO ORDER by Chair Rodriguez

Action: Approval of Commissioner Rodriguez attending remotely under just cause circumstances due to travel on behalf of a public agency.

Upon motion by Commissioner Poythress, Seconded by Commissioner Ahmed, to acknowledge remote attendance of Chair Rodriguez.

Roll call for votes:

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

Vote passed 5-0

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

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

Chair Rodriguez opened the floor for public comment. The following public comment was received:

Vanessa Barraza, Field Representative of Assemblywoman Esmeralda Soria, provided legislative updates.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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



be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

4-A. California Transportation Commission (CTC) 2025 Annual Report to the California Legislature

Action: Information and Discussion Only

4-B. FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Action: Information and Discussion Only

4-C. Community Planning and Capacity Building Grants: 2025 Request for Applications (RFA)

Action: Information and Discussion Only

4-D. Senate Bill 1 Funding Program Update - Program Guidelines Development Workshops for Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridor Enhancement Program (TCEP)

Action: Information and Discussion Only

4-E. Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 Draft Guidelines

Action: Information and Discussion Only

4-F. SB 125 Transit Transformation Task Force Final Report

Action: Information and Discussion Only

4-G. State of Good Repair (SGR) Funds Project Revision

Action: Approve Resolution 22-11 Amendment No. 3; Resolution 23-11 Amendment No. 2; Resolution 24-11 Amendment No. 2; Resolution 25-09 Amendment No. 1; and Resolution 25-10 Amendment No. 1, adopting a Revised SGR Project List

4-H. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – (Type 1 – Administrative Modification)

Action: Ratify

4-I. California Freight Mobility Plan 2027

Action: Information and Discussion Only

4-J. MCTC State Highway Operation and Protection Program (SHOPP) Comment Letter and Public Hearings

Action: Information and Discussion Only

4-K. 2026 State Transportation Improvement Program (STIP) Public Hearings

Action: Information and Discussion Only

Transportation Consent Calendar Action on Items 4A-4K

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



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

Roll call for votes:

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

Vote passed 5-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. State Legislative Update – 2026 State Legislative Program Draft Summary and Draft MCTC 2026 State Legislative Platform

Action: Approve MCTC 2026 State Legislative Platform

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

Upon motion by Commissioner Poythress, seconded by Commissioner Macaulay, to approve the MCTC 2026 State Legislative Platform. A vote was called and the motion carried.

Roll call for votes:

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

Vote passed 5-0

5-B. Social Service Transportation Advisory Council's (SSTAC) FY 2026-27 Unmet Transit Needs Recommendations – Resolution No. 26-01

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council's (SSTAC) FY 2026-27 Unmet Transit Needs findings by Resolution No. 26-01

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

Upon motion by Commissioner Poythress, seconded by Commissioner Macaulay, to approve the Social Service Transportation Advisory Council's (SSTAC) FY 2026-27 Unmet Transit Needs findings by Resolution 26-01. A vote was called and the motion carried.



Roll call for votes:

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

Vote passed 5-0

5-C. Award Contract – Regional Climate Adaptation and Resilience Framework for Madera County

Action: Authorize staff to negotiate and enter a contract with Mark Thomas for an amount not to exceed \$575,000 to provide services for a Regional Climate Adaptation and Resilience Framework for Madera County

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

Upon motion by Commissioner Poythress, seconded by Commissioner Macaulay, to authorize staff to negotiate and enter a contract with Mark Thomas for an amount not to exceed \$575,000 to provide services for a Regional Climate Adaptation and Resilience Framework for Madera County. A vote was called and the motion carried.

Roll call for votes:

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

Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

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

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



Roll call for votes:

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

Vote passed 5-0

7. ADMINISTRATIVE CONSENT ITEMS

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

7-A. Executive Minutes – November 19, 2025

Action: Approve November 19, 2025, Meeting Minutes

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

Administrative Consent Action on Items 7A

Upon motion by Commissioner Poythress, seconded by Commissioner Macaulay, to approve the Administrative Consent Item 7A. A vote was called, and the motion carried.

Roll call for votes:

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

Vote passed 5-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS



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

NONE

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Regional Program – Programming of Available Funds

Action: Approve Programming of Available Regional and Flexible Program Funds for the SR 99/233 Chowchilla Multimodal Interchange Improvement Project

Chair Rodriguez opened the floor for public comment. The following public comments were received:

Rod Pruett, City Administrator, City of Chowchilla, provided the following comment: The City of Chowchilla will be applying for the Better Utilizing Investments to Leverage Development (BUILD) grant and submitting an additional Local Partnership Program (LPP) grant application. The project delay has increased costs and continues to impact public safety and traffic flow. The City is hopeful that the additional Measure T funding will be committed to the project.

Mr. Pruett stated that Flexible Funds from all entities have historically been used for regional projects, and that not using Flexible Funds for a regional project would represent a departure from past practice. Chowchilla's Flexible Funds have consistently been allocated to regional projects.

Ellen Bitter, Deputy City Engineer, City of Madera, provided the following comment: The City of Madera supports the project and does not oppose the allocation of regional funds; however, Ms. Bitter raised concern regarding the recommended use of \$3.5 million in Measure T Flexible Funds, which under the 2021 Strategic Plan require Authority approval when used to finance another agency's project and may impact the County of Madera and the City of Madera, as these funds could be used for maintenance, rehabilitation, transit, or bicycle projects. Ms. Bitter asked the Board to consider separate actions for the \$4.7 million in Regional Funds and the \$3.5 million in Flexible Funds.

Administrative Action/Discussion on Item 10A

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

Roll call for votes:

Commissioner Rodriguez

Abstain



Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Absent
Vote passed 4-0	

OTHER ITEMS

11. MISCELLANEOUS

11-A. Election of Officers: Election of Chairperson and Vice Chairperson for Calendar Year 2026

Action: Elect a Chairperson and Vice Chairperson for the 2026 calendar year

Election of Officers Action on Item 11A

Upon motion by Commissioner Macaulay, seconded by Commissioner Ahmed, to appoint Commissioner Poythress as Policy Board Chair. A vote was called and the motion carried.

Roll call for votes:

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

Vote passed 5-0

Upon motion by Commissioner Macaulay, seconded by Commissioner Rodriguez, to appoint Commissioner Ahmed as Policy Board Vice Chair. A vote was called, and the motion carried.

Roll call for votes:

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

Vote passed 5-0

11-B. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:



- Thanked Chair Rodriguez for his service as the 2025 MCTC Policy Board Chair.
- Extended New Year's greetings to the Board.
- Thanked the Commissioners for attending the meeting and noted that staff will be sending calendar placeholders to Commissioners for the upcoming 2026 Policy Board Meetings.

Dylan Stone, Principal Regional Planner, provided the following comment:

- Provided an update regarding the Clean Air Act rescission for California, an item previously discussed in 2025. MCTC has presented several reports on the potential impacts of this action.

During 2025, particularly in the fall, California Air Resources Board (CARB) technical staff completed significant revisions to the Emission Factor (EMFAC) Model and submitted the updated model to the U.S. Environmental Protection Agency (EPA) for approval. EPA approved the model in a notably short timeframe, completing its review in approximately one month, compared to prior instances where approvals took years.

With EPA approval, the updated EMFAC model is now available for use in 2026 for testing and application in amending or approving plans, including the Regional Transportation Plan (RTP), and for conducting federal air quality conformity analyses.

The updated model reflects more stringent assumptions and no longer includes certain benefits associated with California's Clean Air Act waiver. Testing is underway to evaluate how these changes affect Madera County, partner agencies within the San Joaquin Valley Air Pollution Control District, and other MPOs statewide. Agencies are assessing whether they are positioned to amend or approve new plans under the updated model.

Staff will continue analyzing the new data sets and will provide additional updates as RTP/SCS scenarios are developed and evaluated in relation to air quality conformity requirements.

11-C. Items from Caltrans

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

- Staffing updates: Braden Duran has been appointed Office Chief of Multimodal Transportation Planning.
- The Sustainable Transportation Planning Grant program applications are currently under review at the District and Headquarters. Awards are expected to be announced in May or June. District 06 received 10 grant applications for a total of \$3.8 million. Two requests came from Madera: the Madera County Transit



Masterplan 2047, and the Madera County Short Range and Coordinated Transit Plans.

- The proposed 2026 SHOPP for FYs 2026/2027 through 2029/2030 was released in December. The California Transportation Commission will hold public hearings regarding SHOPP in February 2026.
- The South Madera Six Lane Project construction is scheduled for Spring 2027. The project is set to achieve Right-of-Way (ROW) certification and Ready-to-List (RTL) within a month and seek allocation at the August 2026 California Transportation Commission meeting, which is the earliest possibility for funding in the 2026/27 fiscal year.
- The North Madera Six Lane Project is in the environmental phase. Project Approval and Environmental Document (PA&ED) completion is targeted for April 2028, with Read-to-List (RTL) in 2031.
- The Downtown Madera Capital Preventative Maintenance Project will begin construction in mid-2026 following the City of Madera's water project. Bid opening occurred on January 13, 2026.
- The Madera South Expressway Project was advertised for construction on January 12, 2026. Construction anticipated in May 2026.
- The Chowchilla Capital Preventative Maintenance Project is in the Plans, Specifications, and Estimates (PS&E) and Right-of-Way (ROW) phases and is expected to be Ready-to-List (RTL) in June 2026.
- The State Route 41 at Road 416 Curve Improvement Project is Ready-to-List (RTL) pending right of way. Construction anticipated December 2026.
- The Highway 49 Junction Drive ADA Improvement Project will be Ready-to-List (RTL) Fall 2026, construction anticipated Spring 2027.
- The State Route 41 Capital Preventative Maintenance Project is in the Plans, Specifications, and Estimates (PS&E) phase and is expected to be Ready-to-List (RTL) in Summer 2027.

11-D. Items from Commissioners

Commissioner Rodriguez made the following comments:

- Suggested a future agenda item to consider downsizing the MCTC office space due to amount of remote work. Director Taylor offered to meet with Commissioner Rodriguez to discuss his concerns.
- Thanked the Board for the opportunity to Chair in 2025.

Commissioner Macaulay made the following comment:



- Commissioner Macaulay is also interested in reviewing the information regarding remote working and office space. Director Taylor noted that the information will be provided.

Commissioner Poythress made the following comment:

- MCTC Policy Board meeting dates are posted on the calendar. As the 2026 Chair, at the conclusion of each meeting Commissioner Poythress will ask Commissioners whether they anticipate any conflicts with attendance at the next meeting. If a Commissioner is unable to attend, they are expected to notify and arrange for their alternate to attend.
- Commissioner Poythress noted that he departed the Rural County Representatives of California meeting and returned to Madera to establish a quorum for today's MCTC meeting.

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 5:15 pm.

Next meeting scheduled for Wednesday, February 18, 2026

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written above the printed name.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 25-07 Amendment No. 2, STA Resolution 25-08 Amendment No. 3

Enclosure: Yes

Action: Approve Resolution 25-07 Amendment No. 2, Resolution 25-08 Amendment No. 3

SUMMARY:

The County of Madera has submitted a request to amend their Local Transportation Fund (LTF) and State Transit Assistance Fund (STA) allocations for FY 2025-26. The amendment recognizes the following:

- Move unspent LTF carryover funds from FY 2024-25 to FY 2025-26 in the amount of \$1,775,719.84 and revise the following allocations:
 - Increase Madera County Connection and Demand Response by \$667,352.29
 - Increase Amtrak by \$47,576.55
 - Increase Pedestrian and Bicycle Projects by \$1,060,791.00
- Move unspent STA carryover funds from FY 2024-25 to FY 2025-26 in the amount of \$229,756.53 and revise the following allocation:
 - Increase Madera County Connection by \$229,756.53

Staff recommend approving the request by the County of Madera.

FISCAL IMPACT:

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

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

In the matter of
**APPORTIONMENT OF FY 2025-26
LOCAL TRANSPORTATION FUND**

**Resolution No.: 25-07
Amendment No. 2**

WHEREAS, the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

WHEREAS, the Madera County Transportation Commission (MCTC) is empowered to authorize apportionment and allocation of said Fund, and

WHEREAS, \$155,000 has been apportioned for Administration, \$140,807 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$211,210 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 25-03 that there are no substantial unmet transit needs that are reasonable to meet in FY 2025-26 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the County of Madera has carryover funds from FY 2024-25 and is requesting to revise their allocation.

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

CATX		\$ 152,660
Pedestrian & Bicycle Projects		\$ 11,790
MCTC Planning Services	\$ 17,685	
Street & Road Projects	\$ 407,378	

(B) City of Madera

Madera Metro – Operating		\$ 989,911
Madera Metro – Capital		\$ 156,163
Pedestrian & Bicycle Projects		\$ 57,538
MCTC Planning Services	\$ 86,307	
Street & Road Projects	\$ 1,586,984	

C) County of Madera

MCC & Demand Response		\$ 1,057,583.29
Amtrak		\$ 52,576.55
Pedestrian & Bicycle Projects		\$ 1,132,270.00
MCTC Planning Services	\$ 107,218	
Street & Road Projects	\$ 3,000,000	

The foregoing resolution was adopted on this 18th day of February 2026 by the following vote:

Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of
**ALLOCATION OF FY 2025-26
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **25-08**
Amendment No. 3

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,672,673, a decrease of \$266,345 compared to the previous year's revised allocation;

WHEREAS, the Madera County Transportation Commission has apportioned these funds to the City of Chowchilla, City of Madera, and the County of Madera for the provision of Transit Operations and Transit Planning, and has invited applications for proposed uses of these funds; and

WHEREAS, the agencies have complied by submitting appropriate documents detailing those projects and have sought authority to proceed; and

WHEREAS, priority consideration has been given to claims to enhance existing public transportation services, and to meet high priority regional, county-wide, or area-wide public transportation needs; and

WHEREAS, the sum of each of the three entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

WHEREAS, the County of Madera has carryover funds from FY 2024-25 and is requesting to revise their allocation;

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:

<u>CLAIMANT</u>	<u>2025-26 STA</u>
City of Chowchilla	
CATX	\$ 220,730
City of Madera	
Madera Metro, DAR, Intermodal, Transit Center	\$ 673,633
County of Madera	
MCC & Demand Response	\$ 1,056,570.53

The foregoing resolution was adopted on this 18th day of February 2026 by the following vote:

Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) FY 2026-27 Estimates

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

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 2026-27 is **\$7,285,428**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year as well as prior year excess and interest revenues. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For the fiscal year 2026-27, there is \$717,877,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is **\$1,525,935**.

State of Good Repair (SGR): Pursuant to Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For the fiscal year 2025-26, there is \$140,678,000 budgeted according to the most current information from the State Controller's Office. The SGR allocation estimate for Madera County is **\$299,027**.

MCTC staff advised prospective claimants of the estimated area apportionments within Madera County.

FISCAL IMPACT:

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

Madera County Transportation Commission

Local Transportation Fund (LTF)

2026-27 Apportionment to Member Agencies

2026-27 Estimate per Madera County Auditor/Controller	\$ 6,665,428
One-time Excess Revenues	\$ 800,000
Less MCTC Administration Expense	\$ (180,000)
Balance Available for Allocation	\$ 7,285,428

County/Chowchilla adjustment for prison population per May 21, 1996 Agreement

1/31/26 Prison Population from DCR = **5,354**

	DOF(E-1) Population 05/01/25	DOF Prison Population	Adjusted Populations
Chowchilla	18,742	(5,354)	13,388
County	77,414	5,354	82,768

	DOF Population 05/01/25	Percent	Available for Allocation	2% Article 3 - Bicycle & Pedestrian	3% RTPA Planning	Article 4, 8 Balance
Member						
Chowchilla	13,388	8.23%	\$ 599,864	\$ 11,997	\$ 17,996	\$ 569,871
Madera	66,443	40.86%	\$ 2,977,052	\$ 59,541	\$ 89,312	\$ 2,828,199
County	82,768	50.90%	\$ 3,708,512	\$ 74,170	\$ 111,255	\$ 3,523,087
	162,599	100.00%	\$ 7,285,428	\$ 145,708	\$ 218,563	\$ 6,921,157

State Transit Assistance Fund (STA)

2026-27 Apportionment to Member Agencies

2026-27 Allocation per State Controller (PUC 99313)	\$ 1,477,948
2026-27 Allocation per State Controller (PUC 99314)	\$ 47,987
	\$ 1,525,935

Member	DOF (E-1) Population 05/01/25	Percent	PUC 99313 Allocation	PUC 99314 Allocation	Total
Chowchilla	13,388	8.23%	\$ 121,691	\$ 33,048	\$ 154,739
Madera	66,443	40.86%	\$ 603,935	\$ 10,699	\$ 614,634
County	82,768	50.90%	\$ 752,322	\$ 4,240	\$ 756,562
	162,599	100.00%	\$ 1,477,948	\$ 47,987	\$ 1,525,935

SB-1 State of Good Repair Program (SGR)

2025-26 Apportionment to Member Agencies

2026-27 Allocation per State Controller (PUC 99313)	\$ 289,624
2026-27 Allocation per State Controller (PUC 99314)	\$ 9,403
	\$ 299,027

Member	DOF (E-1) Population 05/01/25	Percent	PUC 99313 Allocation	PUC 99314 Allocation	Total
Chowchilla	13,388	8.23%	\$ 23,847	\$ 6,476	\$ 30,323
Madera	66,443	40.86%	\$ 118,349	\$ 2,096	\$ 120,445
County	82,768	50.90%	\$ 147,428	\$ 831	\$ 148,259
	162,599	100.00%	\$ 289,624	\$ 9,403	\$ 299,027



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 7-D

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2026 Changes to Brown Act Impacting Madera County Transportation Commission Policy Board Meetings

Enclosure: Yes

Action: Approve Resolution 26-02 authorizing the use of Teleconference for Meetings of the Policy Board and its Committees

SUMMARY:

[Senate Bill 707](#), signed into law by the Governor, makes numerous changes to the [Brown Act](#), some of which impact the Madera County Transportation Commission and some which do not. Many of the new provisions apply to entities which qualify as “eligible legislative bodies” or “eligible multijurisdictional bodies,” among others, which are specifically defined and not subject to the same requirements. The Madera County Transportation Commission qualifies as an “eligible multijurisdictional body” which includes a joint powers authority in [Government Code Section 54953.8.7\(b\)\(2\)\(B\)](#). The impact of the Madera County Transportation Commission being an “eligible multijurisdictional body” is discussed further below. (All section references are to the Government Code.)

Teleconferencing. Sections 54953 and 54953.8 subject all teleconferencing flexibility to the same set of basic rules, most of which are procedural and technical requirements that staff is responsible for handling. Among other helpful revisions, the new law

- Expands the teleconferencing flexibility during state-declared emergencies to include local emergencies (Section 54953.8.20); and
- Extends the sunset on teleconferencing flexibility for just cause and emergency circumstances through December 31, 2029 (Section 54953.8.3).

Significantly, SB 707 now requires an “eligible multijurisdictional body,” to not only comply with the requirements set forth in Sections 54953 and 54953.8 to conduct a teleconferenced meeting, but also the following requirements set forth in Section 54953.8.7:

- (1) The eligible multijurisdictional body has adopted a resolution that authorizes the eligible multijurisdictional body to use teleconferencing pursuant to this section at a regular meeting in open session.
- (2) At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.
- (3) A member of the eligible multijurisdictional body who receives compensation for their service on the eligible multijurisdictional body shall participate from a physical location that is open to the public. For purposes of this paragraph, “compensation” does not include reimbursement for actual and necessary expenses.

Further and importantly for each Board member, Section 54953.8.7 imposes requirements for the individual member, as follows:

- (4) A member of the eligible multijurisdictional body may participate from a remote location provided that:
 - (a) The eligible multijurisdictional body identifies each member of the eligible multijurisdictional body who plans to participate remotely in the agenda.
 - (b) The member shall participate through both audio and visual technology.
- (5) A member of the eligible multijurisdictional body shall not participate in a meeting remotely pursuant to this section, unless the location from which the member participates is more than 20 miles each way from any physical location of the meeting described in paragraph 2.

These new requirements are effective January 1, 2026, through December 31, 2029 (unless revised).

In addition, the new law codifies, in Section 54953(c), a July 2024 California Attorney General Opinion regarding ADA access by authorizing remote participation of a Board member as a reasonable accommodation (and treats it as in-person attendance for quorum purposes) if both of the following are met:

- Member participates through audio and video – except any member with a disability may participate only through audio (no video) if “a physical condition related to their disability results in a need to participate off camera.”
- At the meeting, and before any action is taken, member discloses (a) whether any other individuals 18 or older are in the room at the remote location; and (b) the “general nature” of their relationship with the individuals.

Regarding just cause circumstances, now in Section 54953.8.3, SB 707 makes the following changes:

- Removes the requirement for the legislative body to approve each instance a member of the legislative body wants to use teleconferencing flexibility for emergency circumstances, and applies the same rules for just cause to emergency circumstances.
- Adds language that provides just cause flexibility should not limit the ability of a legislative body to use another teleconferencing flexibility provision; and

- Requires that the minutes for the meeting identify the specific provision that each member relied upon to participate remotely.

The number of meetings that a Board member may use either just cause or emergency circumstances remains unchanged. For the Madera County Transportation Commission Policy Board, this number is two meetings, since the board meets less than monthly. (Section 54953.8.3)

FISCAL IMPACT:

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

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

In the matter of
**AUTHORIZING THE USE OF TELECONFERENCE
FOR MEETINGS OF THE POLICY BOARD AND
ITS COMMITTEES**

Resolution No.: **26-02**

WHEREAS, the Ralph M. Brown Act, California's open meeting law, governs the conduct of public meetings by governmental bodies and Senate Bill 707, enacted by the Legislature and signed into law by Governor Newsom made certain changes to the Brown Act effective January 1, 2026; and

WHEREAS, for many years the law has allowed virtual attendance at meetings through teleconferencing in specified instances and with adherence to detailed procedures; and

WHEREAS, among recent revisions to the law is a requirement in Government Code section 54953.8.7 that the board of an eligible multijurisdictional body, as defined therein, adopt a resolution authorizing the use of teleconferencing for meetings;

WHEREAS, the Madera County Transportation Commission qualifies as an eligible multijurisdictional body within the meaning of Government Code section 54953.8.7.

NOW, THEREFORE, BE IT RESOLVED the Policy Board of the Madera County Transportation Commission does hereby resolve as follows:

1. **Recitals.** The foregoing recitals are true and correct and are incorporated herein by this reference.
2. **Authorization for Teleconferencing.** The Policy Board adopts this resolution to specifically authorize members of the Policy Board to use teleconferencing.
3. **Conditions on Teleconferencing.** Teleconferencing meetings conducted pursuant to this Resolution shall comply with all requirements and limitations set forth in Government Code sections 54953.8 and 54953.8.7.
4. **Expiration.** This Resolution shall remain effective only for so long as Government Code section 54953.8.7 remains operative.

The foregoing resolution was adopted this 18th day of February 2026 by the following vote:

Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 8-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

FY 2026-27 Draft Overall Work Program & Budget

Enclosure: No

Action: Authorize circulation of Draft 2026-27 Overall Work Program and Budget for agency review

SUMMARY:

Included on MCTC's [website](#) is the DRAFT 2026-27 MCTC Overall Work Program (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA, and FTA. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review of the draft OWP, it will be brought before the Commission for adoption at its April 20, 2026, meeting.

As part of the Draft 2026-27 OWP development process, the MCTC staff met with its federal and state partners. This is an Annual Group Meeting and was held on January 15, 2026. The purpose of the annual group meeting is to discuss the current OWP progress, accomplishments, carryover activities, and 2026-27 OWP Guidance.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 8-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Madera County Transportation Commission (MCTC) Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2025

Enclosure: Yes

Action: Accept the MCTC Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2025

SUMMARY:

The Madera County Transportation Commission (MCTC) Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2025, including trust funds, has been prepared by Price Paige & Company. The independent auditor's report expressed an unmodified opinion on the financial statements of the Commission, and an unmodified opinion on the independent auditor's report for compliance of major programs.

MCTC staff is pleased to report that the auditor did not note any adverse findings.

FISCAL IMPACT:

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

Madera County Transportation Commission Madera, CA

Financial Statements

For the Year Ended June 30, 2025



PRICE PAIGE & COMPANY
Certified Public Accountants

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, General Fund, and the aggregate remaining fund information of the Madera County Transportation Commission (the Commission), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the General Fund, and the aggregate remaining fund information of the Commission, as of June 30, 2025, 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.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

570 N. Magnolia Avenue, Suite 100
 Clovis, CA 93611

tel 559.299.9540
 fax 559.299.2344

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 5–10 and 36–37 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. 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 basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The supplementary information as listed in the table of contents (supplementary information) and schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the basic 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 basic financial statements and certain additional procedures, including comparing and reconciling such

information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information and the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic 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 February 12, 2026, on our consideration of the Commission'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 Commission'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 Commission's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
February 12, 2026

MANAGEMENT'S DISCUSSION AND ANALYSIS

As management of the Madera County Transportation Commission (the Commission), we offer readers of the Commission's financial statements this narrative overview and analysis of the financial activities of the Commission for the fiscal year ended June 30, 2025. We encourage the readers to consider the information presented here in conjunction with the Commission's financial audit.

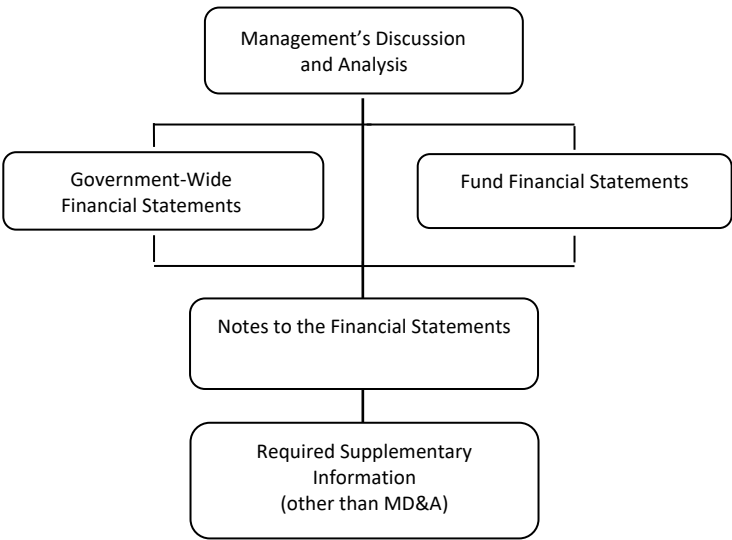
Financial Highlights

- ♦ The assets of the Commission exceeded its liabilities at the close of the fiscal year by \$654,713 (net position).
- ♦ The Commission's total net position for the fiscal year ended June 30, 2025, decreased by \$104,883 primarily due to lower than expected revenues.
- ♦ As of the close of the current fiscal year, the Commission's governmental fund reported an ending fund balance of \$775,797, a decrease of \$98,138 in comparison with the prior year. Approximately \$741,239 is available for spending at the Commission's discretion (assigned fund balance).

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Commission's basic financial statements. The Commission's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the basic financial statements (see Figure 1). This report also contains other supplementary information in addition to the basic financial statements themselves.

Required Components of Annual Financial Report
Figure 1



Basic Financial Statements

The first two statements in the basic financial statements are **Government-Wide Financial Statements**. They provide both short and long-term information about the Commission's financial status.

The next statements are **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Commission's government. These statements provide more detail than the government-wide statements. There are two parts to the Fund Financial Statements: 1) the governmental fund statements and 2) the fiduciary fund statements.

The next section of the basic financial statements is the **Notes**. The notes to the basic financial statements explain in detail some of the data contained in those statements. After the notes, **supplementary information** is provided to show details about the Commission's non-major governmental funds which are added together in one column on the basic financial statements. Budgetary information required by the General Statutes also can be found in these parts of the statements.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Commission's finances, in a manner like a private-sector business, and consist of the following two statements:

The statement of net position presents information on the Commission's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Commission is improving or deteriorating.

The statement of activities presents information showing how the Commission's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flow. Thus, the revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

The government-wide financial statements report on the function of the Commission that is principally supported by local, state, and federal funding. The Commission's function is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and provide technical services to its member agencies (City of Madera, County of Madera, and the City of Chowchilla). In all these activities, the Commission works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

The government-wide financial statements can be found on pages 13 through 14 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Madera County Transportation Commission, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, tax revenue fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

The basic governmental fund financial statements can be found on pages 16 through 19 of this report.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Fiduciary Trust Funds

Trust funds are used to account for resources held for the benefit of parties outside the Commission. The Commission has seven trust funds (STA, LTF, RSTP, PTMISEA, SGR, LCTOP, and SB 125). Trust funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support the Commission's programs.

The basic trust fund financial statements can be found on pages 20 through 21 of this report.

Notes to the Basic Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

The notes to the basic financial statements can be found on pages 23 through 34 of this report.

Other Information

This report also presents certain required supplemental information concerning compliance with the Commission's annual budget for the General Fund which is the Commission's main operating fund. This information and associated notes immediately follow the basic financial statements and their accompanying notes.

Government-Wide Financial Analysis

Below is a summary of the government-wide financial statements for the fiscal year ended June 30, 2025.

Net position may serve over time as a useful indicator of a government’s financial position. In the case of the Commission, assets exceeded liabilities by \$654,713 at the close of the fiscal year 2024-2025.

	2025	2024
Current and other assets	\$ 1,039,657	\$ 1,102,806
Capital assets, net	191,594	268,081
Total assets	1,231,251	1,370,887
Long-term liabilities	312,678	382,420
Other liabilities	263,860	228,871
Total liabilities	576,538	611,291
Net position:		
Net investment in capital assets	600	600
Unrestricted	654,113	758,996
Total net position	\$ 654,713	\$ 759,596

Management's Discussion and Analysis

	2025	2024
Revenues:		
Program revenues:		
Charges for services	\$ 625,392	\$ 604,590
Operating grants and contributions	1,464,343	1,222,231
General revenues:		
Investment income	7,092	5,837
Miscellaneous	-	18,941
Total revenues	<u>2,096,827</u>	<u>1,851,599</u>
Expenses:		
Transportation planning	<u>2,201,710</u>	<u>1,939,889</u>
Total expenses	<u>2,201,710</u>	<u>1,939,889</u>
Change in net position	(104,883)	(88,290)
Net position - beginning	<u>759,596</u>	<u>847,886</u>
Net position - ending	<u>\$ 654,713</u>	<u>\$ 759,596</u>

Governmental Activities: The Commission's net position decreased by \$104,883 for the fiscal year ended June 30, 2025. Figure 3 above indicates the changes in net position for governmental activities. The key element of this decrease is primarily attributable to lower than expected revenues. Budget and fund financial statements reflect the modified accrual basis of accounting under U.S. generally accepted accounting principles. Under this approach, capital assets purchased and debt principal payments are recorded as expenditures. Further, revenues are accrued if measurable and available within the Commission's availability period established up to one year of the end of the current fiscal period. Conversely, the statement of activities is reported under the accrual basis of accounting, which capitalizes capital asset purchases, reduces liabilities by principal payments and recognizes revenues collected after one year of the end of the current fiscal period.

The Commission's Fund

As the Commission completed this year, our governmental funds reported a combined liabilities and fund balance of \$1,039,657, which is a decrease of \$63,149 from last year due to lower than expected expenditures.

General Fund Budgetary Highlights

During the fiscal year, the Commission revised the budget on four occasions. Generally, budget amendments fall into one of three categories: 1) amendments made to adjust the estimates that are used to prepare the original budget ordinance once exact information is available; 2) amendments made to recognize new funding amounts from external sources, such as Federal and State grants; and 3) increases in appropriations that become necessary to maintain services.

The Commission adopts an annual budget for its General Fund. The budget is a legally adopted document that incorporates input from the Technical Advisory Committee, the management of the Commission, and the decisions of the Policy Board about which services to provide and how to pay for them. It also authorizes the Commission to obtain funds from identified sources to finance these current period activities. The budgetary statement provided for the General Fund demonstrates how well the Commission complied with the budget ordinance whether the Commission succeeded in providing the services as planned when the budget was adopted. The budgetary comparison statement uses the budgetary basis of accounting.

During the year there was a \$220,628 increase in revenue between the original budget and the final budget for the General Fund, primarily because of higher planned expenditures. Actual revenues were less than the final budget by \$756,796 and expenditures were less than the final budget by \$322,658. The net effect of these differences results in a change in fund balance in the general fund of \$98,138.

Long-Term Obligations

At the end of 2025, the Commission had \$121,684 in outstanding debt. The debt consisted of compensated absences (see Note 5).

The Commission also had lease commitments of \$190,994 for use of office space and office equipment (see Note 6).

Contacting Madera County Transportation Commission's Financial Manager

This financial report is designed to provide federal and state oversight agencies, taxpayers, and creditors with a general overview of Madera County Transportation Commission's finances and to demonstrate Madera County Transportation Commission's accountability for the money it receives. Additional financial information can be obtained by contacting Patricia S. Taylor, Executive Director, Madera County Transportation Commission, 2001 Howard Road, Suite 201, Madera, California 93637.

BASIC FINANCIAL STATEMENTS

GOVERNMENT-WIDE FINANCIAL STATEMENTS

	Governmental Activities
ASSETS	
Cash and investments	\$ 80,768
Due from fiduciary funds	188,112
Due from other governments	736,219
Prepaid expenses	34,558
Capital assets:	
Depreciable, net	<u>191,594</u>
Total assets	<u>1,231,251</u>
LIABILITIES	
Accounts payable	74,658
Accrued liabilities	19,835
Unearned revenue	169,367
Long-term liabilities:	
Portion payable within one year:	
Compensated absences	11,419
Lease liability	76,487
Portion payable after one year:	
Compensated absences	110,265
Lease liability	<u>114,507</u>
Total liabilities	<u>576,538</u>
NET POSITION	
Net investment in capital assets	600
Unrestricted	<u>654,113</u>
Total net position	<u>\$ 654,713</u>

Functions/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Position
		Charges for Services	Operating Grants and Contributions	Governmental Activities
Governmental activities:				
Transportation planning	\$ 2,201,710	\$ 625,392	\$ 1,464,343	\$ (111,975)
Total governmental activities	<u>\$ 2,201,710</u>	<u>\$ 625,392</u>	<u>\$ 1,464,343</u>	<u>(111,975)</u>
General revenues:				
Investment income				<u>7,092</u>
Total general revenues				<u>7,092</u>
Change in net position				(104,883)
Net position - beginning				<u>759,596</u>
Net position - ending				<u>\$ 654,713</u>

FUND FINANCIAL STATEMENTS

Governmental Fund

Balance Sheet

	<u>General Fund</u>
ASSETS	
Cash and investments	\$ 80,768
Due from fiduciary funds	188,112
Due from other governments	736,219
Prepaid expenses	<u>34,558</u>
Total assets	<u>\$ 1,039,657</u>
LIABILITIES	
Accounts payable	\$ 74,658
Accrued liabilities	19,835
Unearned revenue	<u>169,367</u>
Total liabilities	<u>263,860</u>
FUND BALANCE	
Nonspendable:	
Prepaid expenses	34,558
Assigned:	
Transportation planning	<u>741,239</u>
Total fund balance	<u>775,797</u>
Total liabilities and fund balance	<u>\$ 1,039,657</u>

Reconciliation of the Governmental Fund Balance Sheet to the Government-Wide Statement of Net Position

Amounts reported for governmental activities in the Statement of Net Position are different because:

Fund balance - governmental fund	\$	775,797
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in the governmental fund.		
Cost of capital assets	528,797	
Accumulated depreciation	<u>(337,203)</u>	191,594
Compensated absences are not due and payable in the current period and, therefore, are not reported as liabilities in the governmental fund.		(121,684)
Long-term liabilities are not due and payable in the current period and, therefore, are not reported as liabilities in governmental funds. Long-term liabilities at year-end consist of the lease payable.		<u>(190,994)</u>
Net position of governmental activities	\$	<u>654,713</u>

Governmental Fund

Statement of Revenues, Expenditures and Changes in Fund Balance

	<u>General Fund</u>
REVENUES	
Aid from federal government	\$ 847,529
Aid from state government	616,814
Charges for services	625,392
Interest revenue	<u>7,092</u>
Total revenues	<u>2,096,827</u>
EXPENDITURES	
Current:	
Transportation:	
Salaries and benefits	1,174,491
Planning and administration	802,807
Supplies and services	141,180
Debt service:	
Principal - building and equipment lease	<u>76,487</u>
Total expenditures	<u>2,194,965</u>
Net change in fund balance	(98,138)
Fund balance - beginning	<u>873,935</u>
Fund balance - ending	<u><u>\$ 775,797</u></u>

Reconciliation of the Governmental Fund Statement of Revenues, Expenditures
and Changes in Fund Balance to the Government-Wide Statement of Activities

Amounts reported for governmental activities in the Statement of Activities are different because:

Net change in fund balance - governmental fund	\$ (98,138)
Proceeds from long-term debt provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the Statement of Net Position. Repayment of long-term debt is an expenditure in the governmental funds, but repayment reduces long-term liabilities in the statement of net position.	
Repayment of the principal lease	76,487
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense and amortization expense. This is the amount by which capital outlay exceeds depreciation expense and amortization expense in the current year.	(76,487)
Compensated absence expenses reported in the Statement of Activities does not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.	<u>(6,745)</u>
Change in net position of governmental activities	<u>\$ (104,883)</u>

Fiduciary Funds

Statement of Fiduciary Net Position – Private-Purpose Trust Funds

ASSETS

Investments	\$ 32,306,314
Due from other governments	4,164,892
Due from other funds	<u>1,313,915</u>
Total assets	<u>37,785,121</u>

LIABILITIES

Due to local agencies	6,569,503
Due to other funds	<u>1,502,027</u>
Total liabilities	<u>8,071,530</u>

NET POSITION

Restricted for:	
Other governments	<u>29,713,591</u>
Total net position	<u>\$ 29,713,591</u>

Fiduciary Funds

Statement of Changes in Fiduciary Net Position – Private-Purpose Trust Funds

ADDITIONS

Sales tax	\$ 6,286,955
Intergovernmental	16,905,064
Investment earnings	<u>1,107,487</u>
Total additions	<u>24,299,506</u>

DEDUCTIONS

Administration expense	331,119
LTF claims paid	5,982,447
STA distributions	2,047,258
SGR distributions	673,386
PTMISEA distributions	13,124
LCTOP distributions	641,150
RSTP distributions	1,800,266
SB125 distributions	<u>8,254,231</u>

Total deductions	<u>19,742,981</u>
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Net increase (decrease) in fiduciary net position	4,556,525
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Net position - beginning	<u>25,157,066</u>
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Net position - ending	<u><u>\$ 29,713,591</u></u>
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NOTES TO THE BASIC FINANCIAL STATEMENTS

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**A. Scope of Financial Reporting Entity**

The Madera County Transportation Commission (the Commission) is the Regional Transportation Planning Agency (RTPA) for Madera County. The Commission's members are the County of Madera, City of Madera, and the City of Chowchilla. The Commission's role is to foster intergovernmental coordination, undertake comprehensive regional planning with an emphasis on transportation issues, provide a forum for citizen input into the planning process and to provide technical services to its member agencies. In all these activities, the Commission works to develop a consensus among its members with regards to multijurisdictional transportation issues. In addition, the Commission also serves as staff for the Madera County Transportation Authority, which administers funding collected as part of the Measure T transportation funding initiative. As the designated RTPA, the Commission is responsible for a wide variety of actions supporting a continuous, comprehensive and coordinated planning process. In this regard, the Commission is responsible for the development of a Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP). As the RTPA, the Commission is also responsible for administering Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Local Transportation Funds (LTF), and other transportation-related funds, as well as identifying regionally significant projects and developing funding strategies to address them. As the RTPA, the Commission is responsible for outlining and implementing transit plans that align with the Regional Transportation Plan Guidelines to ensure the region continues to receive federal and state funding for ongoing public transportation development. The Commission Board of Commissioners is comprised of three members from the Madera County Board of Supervisors, two members from the Madera City Council, and one member from the Chowchilla City Council.

B. Basic Financial Statements

The basic financial statements consist of the following:

- ♦ Government-wide financial statements
- ♦ Fund financial statements
- ♦ Notes to the basic financial statements

The government-wide financial statements consist of the Statement of Net Position and the Statement of Activities, and report information on all of the non-fiduciary activities of the primary government and its component units if applicable. As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. All internal balances in the Statement of Net Position have been eliminated.

Both of the government-wide financial statements distinguish functions of the Commission that are principally supported by taxes and intergovernmental revenues (governmental activities).

The Statement of Activities demonstrates the degree to which the direct and indirect expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or activity. Indirect expenses are allocated based on the annual cost allocation plan. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or activity; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Other items, not properly included among program revenues, are reported instead as general revenues.

Separate fund financial statements are provided for the General Fund and fiduciary funds, even though the latter are excluded from the government-wide financial statements.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. Measurement Focus, Basis of Accounting and Financial Statements

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the fiduciary funds financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Commission considers revenues to be available if they are collected within one year of the end of the current fiscal period. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met. Expenditures are recorded when the related liability is incurred, except for compensated absences and claims and judgments, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds.

The fund financial statements provide information about the Commission's individual funds including the General Fund and fiduciary funds. Separate statements for each fund category are presented. The Balance Sheet and the Statement of Revenues, Expenditures and Changes in Fund Balance focus on the presentation of a major governmental fund, the General Fund. These two statements are used to report information regarding the Commission's own operations and programs. The Statement of Fiduciary Net Position and the Statement of Changes in Fiduciary Net Position provide information regarding the sales tax proceeds, aid from the State Government, and related disbursements. Disbursements of the trust funds during the current fiscal year were made to the Cities of Madera and Chowchilla and the County of Madera.

The accounts of the Commission are organized on the basis of funds. A fund is an independent fiscal and accounting entity with a self-balancing set of accounts. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions. The minimum number of funds is maintained consistent with legal and managerial requirements.

The Commission reports the following major governmental fund:

General Fund – the Commission's primary operating fund. It accounts for all the financial resources and the legally authorized activities of the Commission except those required to be accounted for in other specialized funds.

Additionally, the Commission reports the following fiduciary fund category:

Private-Purpose Trust Fund – used to account for the State Transit Assistance Fund, Local Transportation Fund, Public Transportation Modernization, Improvement, and Service Enhancement Account Fund, Low Carbon Transit Operations Program Fund, State of Good Repair Fund, Regional Surface Transportation Fund, and SB125 Transit Program Fund held by the Commission in a trustee capacity.

D. Cash and Investments

The Commission deposits all funds received in the County of Madera (the County) Treasury and advances funds monthly from the Treasury to a commercial checking account to cover expenditures.

E. Deposits with Financial Institutions

Deposits with financial institutions are fully insured or collateralized by securities in the government's name.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

F. Deposits with the Madera County Treasury

Funds in the County Treasury participate in the County's pooled investments, an external investment pool. The County Treasurer invests the Commission's excess cash in an external investment pool on behalf of the Commission and other governments maintaining cash in the County Treasury. The County apportions a part of the interest earned on pooled investments on the basis of the fund's average balance. Investment policies and associated risk factors applicable to the Madera County Transportation Commission are those of the County of Madera. All of the County's investments in securities are insured, registered, or are held by the County or its agents in the County's name.

The County of Madera Board of Supervisors exercises primary oversight responsibility for the County of Madera's investments. The County Treasurer manages the portfolio and reports results to the Board. A Madera County Oversight Committee consisting of the County Treasurer and Auditor-Controller and a third member representing the County schools (the primary external pool participant) also monitors the Treasury's investment on a regular basis. No regulatory agency outside of the County of Madera exercises any regulatory responsibilities over the County's investments. The County's pool is not registered with the SEC as an investment company.

G. Capital Assets

Capital assets are reported in the government-wide financial statements. Capital assets are defined by the Commission as assets with an estimated useful life in excess of one year. The Commission's policy has set the capitalization threshold at \$10,000.

When purchased, such assets are recorded as expenditures in the governmental fund. The valuation basis for capital assets is historical cost, or where historical cost is not available, estimated historical cost based on replacement cost. Donated capital assets are capitalized at estimated fair market value on the date donated.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Capital assets are depreciated using the straight-line method over the following estimated useful lives:

Computer equipment	5 to 10 years
Office furniture and equipment	5 to 10 years
Traffic monitoring equipment	5 to 10 years
Computer software	5 years
Right-to-use leased building	5 years
Right-to-use leased equipment	5 years

H. Right-to-Use Lease Assets

Right-to-use lease assets are recorded at the amount of the initial measurement of the lease liabilities and modified by any lease payment made to the lessor at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease term along with any initial direct costs that are ancillary charges necessary to place the lease assets into service.

Right-to-use lease assets are amortized using the straight-line method over the shorter of the lease term or the useful life on the underlying asset, unless the lease contains a purchase option that the Commission has determined is reasonably certain of being exercised.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**I. Leases**

Lessee: The Commission is a lessee for noncancellable leases of equipment and an office building. The lessee recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the government-wide financial statements.

At the commencement of a lease, the Commission initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases include how the Commission determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- The Commission uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the Commission generally uses its estimated incremental borrowing rate as the discount rate for leases, which it has determined is the prime rate at the inception of the lease.
- The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the Commission is reasonably certain to exercise.

The Commission monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. Lease assets are reported with other capital assets and lease liabilities are reported with long-term debt on the statement of net position.

J. Interfund Balances

On fund financial statements, receivables and payables resulting from short-term interfund loans are classified as "interfund receivables/payables". These amounts are eliminated in the governmental activities column of the Statement of Net Position.

K. Accounts Payable

Accounts payable reported on the financial statements of the Commission are amounts that are due and payable at year-end and, thereby, accrued as an expense and liability.

L. Unavailable Revenue

On the governmental 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 Commission records unavailable revenue for transactions for which revenues have been earned but are not available to meet current financial obligations.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

M. Compensated Absences

During the current year, the Commission implemented GASB Statement No. 101, *Compensated Absences*. The Commission recognizes a liability for compensated absences for leave time that (1) has been earned for services previously rendered by employees, (2) accumulates and is allowable to be carried over to subsequent years, and (3) is more likely than not to be used as time off or otherwise settled during or upon separation from employment. Based on the criteria listed, two types of leave qualify for liability recognition for compensated absences – vacation and sick leave. The liability for compensated absences is reported as incurred in the government-wide financial statements. A liability for compensated absences is recorded in the governmental funds only if the liability has matured because of employee resignations or retirements. The liability is measured based on leave balances as of year-end and current pay rates and include salary-related benefits, such as employer payroll taxes where applicable.

Vacation

The Commission's policy permits employees to accumulate earned but unused vacation benefits, which are eligible for payment at the employee's current pay rate upon separation from employment.

Sick Leave

The Commission's policy permits employees to accumulate earned but unused sick benefits that are eligible for payment upon separation from employment. The payout is calculated as a percentage of the employee's current pay rate, based on years of service as outlined in the Commission's policy table, multiplied by the number of sick leave hours earned but unused at the time of separation.

N. Overhead

Administrative and office overhead is allocated to each project on the basis of the Commission's approved indirect cost rate. Professional and specialized services are charged directly to the applicable project.

O. 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 Commission 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 – This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted – This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

Committed – This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Commissioners. These amounts cannot be used for any other purpose unless the Board of Commissioners removes or changes the specified use through the same type of formal action taken to establish the commitment.

Assigned – This classification includes amounts that are constrained by the Commission's intent to be used for a specific purpose but are neither restricted nor committed. Intent is expressed by the Board of Commissioners or its designee and may be changed at the direction of the Board of Commissioners or its designee.

Unassigned – This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the Commission.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

O. Fund Balance Classification (Continued)

The Commission generally uses restricted fund balances first, followed by committed resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to defer the use of these other classified funds.

P. Net Position

In government-wide financial statements, net position is reported in three categories as follows:

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt that attributed to the acquisition, construction, or improvements of the assets.

Restricted – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted – This amount is all net position that does not meet the definition of “net investment in capital assets” or “restricted”.

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, the Commission generally applies restricted net position first.

Q. Use of Management Estimates

The preparation of the basic 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.

NOTE 2 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2025 are classified in the accompanying financial statements as follows:

Statement of net position:	
Cash and investments	\$ 80,768
Fiduciary funds:	
Investments	<u>32,306,314</u>
Total cash and investments	<u>\$ 32,387,082</u>

Cash and investments as of June 30, 2025 consist of the following:

Deposits with financial institutions	\$ 74,118
Investments	<u>32,312,964</u>
Total cash and investments	<u>\$ 32,387,082</u>

NOTE 2 – CASH AND INVESTMENTS (Continued)**A. Investments Authorized by the California Government Code and the Commission's Investment Policy**

The table below identifies the investment types that are authorized for the Commission by the California Government Code (or the Commission's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the Commission's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	None	None
Commercial Paper	270 days	None	None
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	None	None
Medium-Term Notes	5 years	None	None
Mutual Funds	N/A	None	None
Money Market Mutual Funds	N/A	None	None
Mortgage Pass-Through Securities	5 years	None	None
County Pooled Investment Funds	N/A	None	None
Local Agency Investment Fund (LAIF)	N/A	None	None

B. Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Commission's investments to market rate fluctuations is provided by the following table that shows the distribution of the Commission's investments by maturity:

Investment Type	Amount	Remaining Maturity (in Months) 12 Months or Less
Governmental Activities:		
County Investment Pool	\$ 32,312,964	\$ 32,312,964
Total	\$ 32,312,964	\$ 32,312,964

NOTE 2 – CASH AND INVESTMENTS (Continued)

C. Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Commission's investment policy, and the actual rating as of year-end for each investment type. The column marked "exempt from disclosure" identifies those investment types for which GASB 40 does not require disclosures as to credit risk.

Investment Type	Amount	Exempt from Disclosure
Governmental Activities:		
County Investment Pool	\$ 32,312,964	\$ 32,312,964
Total	\$ 32,312,964	\$ 32,312,964

Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools. The County of Madera issues a financial report that includes custodial risk disclosures for the County investment pool. The report may be obtained by writing to the Office of the Auditor-Controller/Treasurer-Tax Collector, 200 West 4th Street #2300, Madera, California 93637.

D. Concentration of Credit Risk

The investment policy of the Commission contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. The Commission's potential losses from credit risk are increased if a significant portion of its resources are invested in a single issuer. Investments issued by or explicitly guaranteed by the U.S. government and investments in mutual funds, external investment pools, and other pooled investments are exempt from these limitations. At June 30, 2025, the Commission did not have any investments in any one issuer that is not exempt that represents 5% or more of the total investments.

E. Custodial Credit Risk

The carrying amount of the Commission's cash deposit was \$74,118 at June 30, 2025. The bank balance at June 30, 2025 was \$206,641, the total amount of which was insured and/or collateralized with securities held by the pledging financial institutions in the Commission's name as described below.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Commission's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits:

The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110 percent of the total amount deposited by the public agencies. California law also allows financial institutions to secure Commission deposits by pledging first trust deed mortgage notes having a value of 150 percent of the secured public deposits.

NOTE 2 – CASH AND INVESTMENTS (Continued)**F. Investment Valuation**

The Commission categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The Commission's only investments, which are allocated at fair value, are in the County's pooled investments. The County invests in numerous types of investments ranging all levels in the fair value hierarchy. Accordingly, it is not an investment type that can be categorized in any particular level in the fair value hierarchy.

NOTE 3 – SUMMARY OF RELATED PARTY TRANSACTIONS

The Madera County Transportation Commission maintains the Madera County Transportation Authority's (the Authority) accounting records and incurs various administrative and other expenses on behalf of the Authority. These expenses incurred by the Authority to the Commission during fiscal year 2025 totaled \$342,576. The total receivable from the Authority was \$107,300 for the year ended June 30, 2025. Costs paid by the Commission on behalf of the Authority are eliminated for financial statement purposes.

NOTE 4 – CAPITAL ASSETS

The following is a summary of changes in capital assets:

	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
Capital assets being depreciated/amortized:				
Computer equipment	\$ 6,672	\$ -	\$ -	\$ 6,672
Computer software	16,500	-	-	16,500
Office furniture and equipment	15,725	-	(6,160)	9,565
Traffic monitoring equipment	3,918	-	-	3,918
Right-to-use leased building	456,142	-	-	456,142
Right-to-use leased equipment	36,000	-	-	36,000
Total capital assets being depreciated/amortized	534,957	-	(6,160)	528,797
Less accumulated depreciation/amortization for:				
Computer equipment	(6,672)	-	-	(6,672)
Computer software	(16,500)	-	-	(16,500)
Office furniture and equipment	(15,725)	-	6,160	(9,565)
Traffic monitoring equipment	(3,918)	-	-	(3,918)
Right-to-use leased building	(207,861)	(69,287)	-	(277,148)
Right-to-use leased equipment	(16,200)	(7,200)	-	(23,400)
Total accumulated depreciation/amortization	(266,876)	(76,487)	6,160	(337,203)
Total capital assets, net	\$ 268,081	\$ (76,487)	\$ -	\$ 191,594

Depreciation and amortization expense of \$76,487 was charged to transportation planning function on the Statement of Activities.

NOTE 5 – COMPENSATED ABSENCES

As of June 30, 2025, compensated absences payable are as follows:

	Balance July 1, 2024	Net Change	Balance June 30, 2025	Due Within One Year
Compensated absences	\$ 114,939	\$ 6,745	\$ 121,684	\$ 11,419

NOTE 6 – LEASE COMMITMENTS

The Commission conducts its operations from a leased facility under a 5-year lease expiring in January 2028. The Commission also leases certain office equipment under a lease expiring in February 2027.

A summary of the governmental activities long-term lease transactions for the year ended June 30, 2025 is as follows:

	Balance July 1, 2024	Additions	Reductions	Balance June 30, 2025	Due Within One Year
Leased building	\$ 248,281	\$ -	\$ (69,287)	\$ 178,994	\$ 69,287
Leased equipment	19,200	-	(7,200)	12,000	7,200
Total	\$ 267,481	\$ -	\$ (76,487)	\$ 190,994	\$ 76,487

The following is a schedule of annual requirements to amortize long-term obligations under the office building lease as of June 30, 2025:

Building lease	
Year ending June 30	Principal
2026	\$ 69,287
2027	69,287
2028	40,420
Total	\$ 178,994

The following is a schedule of annual requirements to amortize long-term obligations under the equipment lease as of June 30, 2025:

Equipment lease	
Year ending June 30	Principal
2026	\$ 7,200
2027	4,800
Total	\$ 12,000

NOTE 7 – INTERFUND BALANCES

Interfund receivable and payable balances arise from interfund transactions and are recorded by all funds affected in the period in which transactions are executed and are expected to be repaid shortly after the end of the fiscal year. Interfund receivable and payable balances have primarily been recorded when various activity was recorded to the incorrect Madera County fiduciary fund. In addition, the general fund is owed the administrative portion received from SB125 funding.

The composition of due to/from other funds as of June 30, 2025, is as follows:

	Due From	Due To
General fund	\$ 188,112	\$ -
Private-purpose trust funds:		
LCTOP fund	1,307,779	-
RSTP fund	6,136	883,389
STA fund	-	70,781
LTF fund	-	353,609
SGR fund	-	6,136
SB125 fund	-	188,112
Total	<u>\$ 1,502,027</u>	<u>\$ 1,502,027</u>

NOTE 8 – DEFINED CONTRIBUTION EMPLOYEE RETIREMENT BENEFIT PLAN

The Commission provides retirement benefits for all of its full-time employees through a defined contribution plan created in accordance with Internal Revenue Code (IRC) Section 401(a), which is being administered by MissionSquare Retirement (the Plan). In addition to the employer-defined contribution, the employees may elect to make contributions to a deferred compensation plan created in accordance with IRC Section 457. The Plan permits employees to defer a portion of their salaries until future years. The maximum amount an employee may defer in calendar year 2025 is the lesser of 100% of annual gross salary or \$23,500. Under the 401(a) plan the employer contributes 15% of the employee's gross salary. Vesting in the 401(a) plan occurs immediately. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. Employees, though, may obtain loans from the 401(a) plans secured by their individual contributions and accumulated earnings.

The Commission's total payroll eligible for pension benefits for the year ended June 30, 2025 was \$839,874. The Commission's contributions were calculated using the base salary amount of \$839,874 for the fiscal year ended June 30, 2025. The Commission recognized pension expense of \$121,894 for the year ended June 30, 2025.

The Commission had no liability to the Plan at June 30, 2025.

NOTE 9 – CONTINGENCIES

A. Grants

Grants have been received by the Commission for specific purposes that are subject to review and audit by grantor agencies. Such audits could lead to a request for reimbursement for costs disallowed under the terms of the grants. The amount, if any, of costs that may be disallowed by the granting agencies cannot be determined at this time.

NOTE 10 – PROPOSITION 1B (PTMISEA) FUNDING

The Commission receives Proposition 1B (PTMISEA) funding on behalf of transit agencies for approved capital projects. During the fiscal year ended June 30, 2025, the Commission did not receive Proposition 1B funds and expended \$13,124 from prior year allocations. These funds are held in an interest-bearing account and have earned interest of \$2,114 for the year ended June 30, 2025.

NOTE 11 – LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUNDING

The Commission receives funding from the Low Carbon Transit Operations Program (LCTOP) on behalf of transit agencies to provide operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. During the fiscal year ended June 30, 2025, the Commission received LCTOP funds of \$425,341 and expended \$641,150. These funds are held in an interest-bearing account and have earned interest of \$56,598 for the year ended June 30, 2025.

NOTE 12 – REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) FUNDING

The Commission receives Regional Surface Transportation Program (RSTP) funding on behalf of local agencies for enhancing, repairing, maintaining, rebuilding, and rehabilitating the transportation infrastructure. During the fiscal year ended June 30, 2025, the Commission received RSTP funds of \$2,123,437 and expended \$1,800,266. These funds are held in an interest-bearing account and have earned interest of \$215,196 for the year ended June 30, 2025.

NOTE 13 – STATE OF GOOD REPAIR (SGR) FUNDING

The Commission receives funding from the State of Good Repair (SGR) Program on behalf of local agencies for transit maintenance, rehabilitation and capital projects. During the fiscal year ended June 30, 2025, the Commission received SGR funds of \$285,842 and expended \$673,386. These funds are held in an interest-bearing account and have earned interest of \$55,718 for the year ended June 30, 2025.

REQUIRED SUPPLEMENTARY INFORMATION

MADERA COUNTY TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2025

Budgetary Comparison Schedule

General Fund

Item 8-8-B.

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
REVENUES				
Aid from federal government	\$ 1,098,442	\$ 1,039,132	\$ 847,529	\$ (191,603)
Aid from state government	769,684	728,151	616,814	(111,337)
Charges for services	764,869	1,086,340	625,392	(460,948)
Interest revenue	-	-	7,092	7,092
Total revenues	<u>2,632,995</u>	<u>2,853,623</u>	<u>2,096,827</u>	<u>(756,796)</u>
EXPENDITURES				
Current:				
Transportation:				
Salaries and benefits	1,205,385	1,177,363	1,174,491	2,872
Planning and administration	1,108,610	1,046,260	802,807	243,453
Supplies and services	174,880	215,880	141,180	74,700
Debt service:				
Principal - building and equipment lease	<u>78,120</u>	<u>78,120</u>	<u>76,487</u>	<u>1,633</u>
Total expenditures	<u>2,566,995</u>	<u>2,517,623</u>	<u>2,194,965</u>	<u>322,658</u>
Net change in fund balance	<u>\$ 66,000</u>	<u>\$ 336,000</u>	(98,138)	<u>\$ (434,138)</u>
Fund balance - beginning			<u>873,935</u>	
Fund balances - ending			<u>\$ 775,797</u>	

NOTE 1 – BUDGETARY BASIS OF ACCOUNTING

The Commission follows these procedures in establishing the budgetary data reflected in the financial statements:

Prior to the beginning of the fiscal year, management prepares a budget for the next succeeding fiscal year. The proposed budget is brought to the Board of Commissioners for their review and approval. Prior to the start of the fiscal year, the budget is legally enacted through passage of a resolution by the Board of Commissioners.

The budget of the Commission represents a financial plan to undertake the work program of the Commission and includes proposed expenditures and the means of financing them.

All transfers, modifications, and supplemental appropriations to the budget must be approved by the Commission through resolution. Actual expenditures may not legally exceed “budget” appropriations at the individual fund level. Budgetary control, however, is maintained at the department level.

Appropriations lapse at the end of the year to the extent that they have not been expended or encumbered.

The Commission prepares its budget on a basis of accounting in accordance with accounting principles generally accepted in the United States of America.

SUPPLEMENTARY INFORMATION

FIDUCIARY FUNDS

Fiduciary Funds are used to account for assets held by the government in a trustee capacity.

Private-Purpose Trust Funds:

State Transit Assistance Fund – This fund is used to account for the state fund, derived from statewide sales tax on gasoline and diesel fuel, apportioned to Madera County for transportation planning and mass transportation purposes.

Local Transportation Fund – This fund is used to account for 1/4 cent sales tax revenues collected by the State under the Transportation Development Act (TDA) and distributed to Madera County Transportation Commission for allocation to eligible claimants for transit streets and roads and pedestrian/bicycle facilities, as well as regional transportation planning and TDA administration.

Proposition 1B (PTMISEA) Fund – This fund is used to account for funds received from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) on behalf of transit agencies for approved capital projects. This fund is 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, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

Low Carbon Transit Operations Program (LCTOP) Fund – This fund is used to account for funds received from the Low Carbon Transit Operations Program (LCTOP) on behalf of transit agencies to provide operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority of serving disadvantaged communities. Approved projects will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

State of Good Repair Fund – This fund is used to account for the SB-1 funds that have been allocated to the State of Good Repair (SGR) Program and then distributed to local agencies by the Madera County Transportation Commission. It provides funding annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects.

Regional Surface Transportation Fund – This fund was established by California State Statute utilizing Surface Transportation Program Funds. This program provides funding for enhancing, repairing, maintaining, rebuilding, and rehabilitating the transportation infrastructure.

SB125 Transit Program Fund – This fund accounts for revenues received pursuant to Senate Bill 125 (Chapter 54, Statutes of 2023). These funds are allocated by the California State Transportation Agency to support eligible public transit operating and capital activities, including service sustainability, capital improvements, and zero-emission transit projects. The fund is used to ensure proper accounting and compliance with applicable state program requirements.

Fiduciary Funds – Private-Purpose Trust Funds
Combining Statement of Net Position

	State Transit Assistance Fund	Local Transportation Fund	Proposition 1B (PTMISEA) Fund	Low Carbon Transit Operations Program (LCTOP) Fund	State of Good Repair Fund	Regional Surface Transportation Fund	SB 125 Transit Program Fund	Total
ASSETS								
Investments	\$ 1,497,084	\$ 18,024,224	\$ 13,072	\$ 382,912	\$ 1,867,275	\$ 6,008,311	\$ 4,513,436	\$ 32,306,314
Due from other governments	399,470	1,145,184	-	425,341	71,460	2,123,437	-	4,164,892
Due from other funds	-	-	-	1,307,779	-	6,136	-	1,313,915
Total assets	<u>1,896,554</u>	<u>19,169,408</u>	<u>13,072</u>	<u>2,116,032</u>	<u>1,938,735</u>	<u>8,137,884</u>	<u>4,513,436</u>	<u>37,785,121</u>
LIABILITIES								
Due to local agencies	864,518	4,031,356	-	462,874	667,250	543,505	-	6,569,503
Due to other funds	<u>70,781</u>	<u>353,609</u>	<u>-</u>	<u>-</u>	<u>6,136</u>	<u>883,389</u>	<u>188,112</u>	<u>1,502,027</u>
Total liabilities	<u>935,299</u>	<u>4,384,965</u>	<u>-</u>	<u>462,874</u>	<u>673,386</u>	<u>1,426,894</u>	<u>188,112</u>	<u>8,071,530</u>
NET POSITION								
Restricted for:								
Other governments	<u>961,255</u>	<u>14,784,443</u>	<u>13,072</u>	<u>1,653,158</u>	<u>1,265,349</u>	<u>6,710,990</u>	<u>4,325,324</u>	<u>29,713,591</u>
Total net position	<u>\$ 961,255</u>	<u>\$ 14,784,443</u>	<u>\$ 13,072</u>	<u>\$ 1,653,158</u>	<u>\$ 1,265,349</u>	<u>\$ 6,710,990</u>	<u>\$ 4,325,324</u>	<u>\$ 29,713,591</u>

Fiduciary Funds – Private-Purpose Trust Funds
Combining Statement of Changes in Net Position

	State Transit Assistance Fund	Local Transportation Fund	Proposition 1B (PTMISEA) Fund	Low Carbon Transit Operations Program (LCTOP) Fund	State of Good Repair Fund	Regional Surface Transportation Fund	SB 125 Transit Program Fund	Total
ADDITIONS								
Sales tax	\$ -	\$ 6,286,955	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,286,955
Intergovernmental	1,679,055	-	-	425,341	285,842	2,123,437	12,391,389	16,905,064
Investment earnings	50,666	539,029	2,114	56,598	55,718	215,196	188,166	1,107,487
Total additions	<u>1,729,721</u>	<u>6,825,984</u>	<u>2,114</u>	<u>481,939</u>	<u>341,560</u>	<u>2,338,633</u>	<u>12,579,555</u>	<u>24,299,506</u>
DEDUCTIONS								
Administration expense	-	331,119	-	-	-	-	-	331,119
LTF claims paid	-	5,982,447	-	-	-	-	-	5,982,447
STA distributions	2,047,258	-	-	-	-	-	-	2,047,258
SGR distributions	-	-	-	-	673,386	-	-	673,386
PTMISEA distributions	-	-	13,124	-	-	-	-	13,124
LCTOP distributions	-	-	-	641,150	-	-	-	641,150
RSTP distributions	-	-	-	-	-	1,800,266	-	1,800,266
SB125 distributions	-	-	-	-	-	-	8,254,231	8,254,231
Total deductions	<u>2,047,258</u>	<u>6,313,566</u>	<u>13,124</u>	<u>641,150</u>	<u>673,386</u>	<u>1,800,266</u>	<u>8,254,231</u>	<u>19,742,981</u>
Net increase (decrease) in fiduciary net position	(317,537)	512,418	(11,010)	(159,211)	(331,826)	538,367	4,325,324	4,556,525
Net position - beginning	<u>1,278,792</u>	<u>14,272,025</u>	<u>24,082</u>	<u>1,812,369</u>	<u>1,597,175</u>	<u>6,172,623</u>	<u>-</u>	<u>25,157,066</u>
Net position - ending	<u>\$ 961,255</u>	<u>\$ 14,784,443</u>	<u>\$ 13,072</u>	<u>\$ 1,653,158</u>	<u>\$ 1,265,349</u>	<u>\$ 6,710,990</u>	<u>\$ 4,325,324</u>	<u>\$ 29,713,591</u>

Schedule of Expenditures of Federal Awards

Federal Grantor Pass-Through Grantor/Program Title	Assistance Listing Number	Pass-Through Entity Identifying Number	Federal Expenditures
<u>U.S. DEPARTMENT OF TRANSPORTATION</u>			
Passed through the State of California Department of Transportation:			
Highway Planning and Construction (Federal-Aid Highway Program)	20.205	74A0812	\$ 781,000
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	74A0812	<u>66,529</u>
Total U.S. Department of Transportation			<u><u>\$ 847,529</u></u>

NOTE 1 – GENERAL

The accompanying Schedule of Expenditures of Federal Awards (SEFA) presents the activity of all federal award programs of the Madera County Transportation Commission (the Commission). Federal awards received directly from federal agencies, as well as federal awards passed through other government agencies are included in the schedule. The information in this SEFA is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

NOTE 2 – BASIS OF ACCOUNTING

The accompanying SEFA is presented using the modified accrual basis of accounting, which is described in Note 1 of the Commission's basic financial statements.

NOTE 3 – RELATIONSHIP TO BASIC FINANCIAL STATEMENTS

Federal award expenditures agree or can be reconciled with the amounts reported in the Commission's basic financial statements.

NOTE 4 – INDIRECT COST RATE

The Commission has elected not to use the 10 percent de minimis indirect cost rate as allowed under the Uniform Guidance for the period July 1, 2024 through September 30, 2024 and has also elected not to use the 15 percent de minimis indirect cost rate as allowed under the Uniform Guidance for the period October 1, 2024 through June 30, 2025.

	Public Utilities Code		
	Article 6.5 99314 (Transit Operations)	Article 6.5 99313 (Transit Population)	Total
City of Chowchilla	\$ 78,623	\$ 338,170	\$ 416,793
City of Madera	11,900	942,381	954,281
County of Madera	<u>4,716</u>	<u>1,116,664</u>	<u>1,121,380</u>
Total apportionments by purpose	<u>\$ 95,239</u>	<u>\$ 2,397,215</u>	<u>\$ 2,492,454</u>

MADERA COUNTY TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2025

Item 8-8-B.

Local Transportation Fund

Schedule of Apportionments by Purpose

	Article 3 99234 (Bicycle and Pedestrian)	Article 4 and 8 99260/99400(a)(b)(c)(d) (Streets and Roads/ Transit Operations/ Rail/Planning)	MCTC RTP 99402/99233.1 (Planning and Administration)	Total
City of Chowchilla	\$ 95,013	\$ 1,308,726	\$ 17,594	\$ 1,421,333
City of Madera	293,763	10,855,607	86,107	11,235,477
Madera County	1,060,791	3,875,389	102,418	5,038,598
Madera County Transportation Commission	-	-	125,000	125,000
Total apportionments by purpose	<u>\$ 1,449,567</u>	<u>\$ 16,039,722</u>	<u>\$ 331,119</u>	<u>\$ 17,820,408</u>

	Public Utilities Code		
	Article 6.5 99314 (Transit Operations)	Article 6.5 99313 (Transit Population)	Total
City of Chowchilla	\$ 78,623	\$ 289,666	\$ 368,289
City of Madera	11,900	775,445	787,345
County of Madera	<u>5,371</u>	<u>886,253</u>	<u>891,624</u>
Total net disbursements by purpose	<u>\$ 95,894</u>	<u>\$ 1,951,364</u>	<u>\$ 2,047,258</u>

MADERA COUNTY TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2025

Item 8-8-B.

Local Transportation Fund

Schedule of Disbursements by Purpose

	Article 3 99233.3 (Bicycle and Pedestrian)	Article 4 99260(a) (Transit Operations)	Article 8 99400(c) (Transit Operations)	Article 8 99400(b) (Rail)	Article 8 99400(a) (Streets and Roads)	99402/99233.1 (Planning and Administration)	MCTC RTPA 99402/99233.1 (Planning and Administration)	Total
City of Chowchilla	\$ -	\$ 327,522	\$ -	\$ -	\$ 496,747	\$ -	\$ 17,594	\$ 841,863
City of Madera	-	-	357,475	-	1,640,243	-	86,107	2,083,825
County of Madera	-	-	240,048	19,606	2,900,806	-	102,418	3,262,878
Madera County Transportation Commission	-	-	-	-	-	-	125,000	125,000
Total net disbursements by purpose	\$ -	\$ 327,522	\$ 597,523	\$ 19,606	\$ 5,037,796	\$ -	\$ 331,119	\$ 6,313,566

MADERA COUNTY TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2025
Item 8-8-B.

State Transit Assistance Fund

Schedule of Allocations, Disbursements and Unexpended Allocations

Claimant/Claim	New/Unused Allocations	Reprogramming	Disbursements	Unexpended Allocations
COUNTY OF MADERA				
MCC				
24/25	\$ 945,190	\$ 176,190	\$ 891,624	\$ 229,756
23/24	176,190	(176,190)	-	-
CITY OF MADERA				
Madera Metro, DAR, Intermodal, Transit Center				
24/25	-	753,918	753,918	-
Metro, Fixed Route, Intermodal Capital				
24/25	-	50,000	33,427	16,573
Local Agency Planning				
24/25	-	150,363	-	150,363
23/24	150,363	(150,363)	-	-
Unallocated	803,918	(803,918)	-	-
CITY OF CHOWCHILLA				
CATX				
24/25	204,299	-	204,299	-
23/24	163,990	-	163,990	-
Unallocated				
23/24	48,504	-	-	48,504
	<u>\$ 2,492,454</u>	<u>\$ -</u>	<u>2,047,258</u>	<u>\$ 445,196</u>
Total disbursed			<u>\$ 2,047,258</u>	

MADERA COUNTY TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2025
Item 8-8-B.

Local Transportation Fund

Schedule of Allocations, Disbursements and Unexpended Allocations

Claimant/Claim	New/Unused Allocations	Reprogramming	Disbursements	Unexpended Allocations
COUNTY OF MADERA				
Road and Street Projects				
24/25	\$ 2,900,807	\$ -	\$ 2,900,807	\$ -
Pedestrian/Bicycle Facilities				
24/25	68,278	992,513	-	1,060,791
23/24	992,513	(992,513)	-	-
MCC				
24/25	337,421	569,979	240,048	667,352
23/24	569,979	(569,979)	-	-
Amtrak Station Maintenance				
24/25	5,000	62,182	19,606	47,576
23/24	62,182	(62,182)	-	-
CITY OF MADERA				
Madera Metro, Intermodal				
24/25	357,475	-	357,475	-
Pedestrian & Bicycle				
24/25	57,405	236,358	-	293,763
23/24	236,358	(236,358)	-	-
Street and Road Projects				
24/25	1,983,817	7,536,283	1,405,118	8,114,982
23/24	7,771,408	(7,536,283)	235,125	-
Unallocated				
24/25	2,726,724	(1,983,817)	-	742,907
CITY OF CHOWCHILLA				
Street and Road Projects				
24/25	266,326	-	-	266,326
23/24	276,642	123,227	399,765	104
22/23	137,066	(40,084)	96,982	-
Chowchilla Transit System (CATX)				
24/25	290,817	-	72,790	218,027
23/24	337,875	(83,143)	254,732	-
Pedestrian & Bicycle				
24/25	11,729	-	-	11,729
23/24	83,284	-	-	83,284
	<u>\$ 19,473,106</u>	<u>\$ (1,983,817)</u>	<u>5,982,448</u>	<u>\$ 11,506,841</u>
Administration			125,000	
Planning			<u>206,119</u>	
Total disbursed			<u><u>\$ 6,313,567</u></u>	

MADERA COUNTY TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2025

Item 8-8-B.

Schedule of Grant Receipts and Expenditure Claims

	Total	Local Resources	FHWA (PL 021)	FTA (FTA 5303)	State STIP-PPM	SB 1 Sustainable Communities Grant	SB 125 Transit Program	REAP 1.0	REAP 2.0
Revenues:									
Federal grants	\$ 847,529	\$ -	\$ 781,000	\$ 66,529	\$ -	\$ -	\$ -	\$ -	\$ -
Non-federal revenue:									
State revenue	635,559	-	-	-	107,000	393,889	18,745	93,198	22,727
Local revenue sources	606,647	606,647	-	-	-	-	-	-	-
Other revenue sources	-	-	-	-	-	-	-	-	-
Interest revenue	7,092	7,092	-	-	-	-	-	-	-
Total revenues	\$ 2,096,827	\$ 613,739	\$ 781,000	\$ 66,529	\$ 107,000	\$ 393,889	\$ 18,745	\$ 93,198	\$ 22,727
Expenditures:									
101 Regional Transportation Plan	\$ 180,010	\$ -	\$ 159,363	\$ -	\$ 20,647	\$ -	\$ -	\$ -	\$ -
102 Regional Housing Planning Program	93,917	719	-	-	-	-	-	93,198	-
102.1 REAP 2.0	22,727	-	-	-	-	-	-	-	22,727
104 Oakhurst Multimodal Corridor Study FY 22-23	182,641	20,949	-	-	-	161,692	-	-	-
105 Regional Growth Forecast FY 23-24	62,329	7,149	-	-	-	55,180	-	-	-
106 SCS Development Update FY 23-24	118,205	13,558	-	-	-	104,647	-	-	-
106.1 SCS Development Update FY 24-25	81,746	9,376	-	-	-	72,370	-	-	-
107 V-TRANSFRM	776	776	-	-	-	-	-	-	-
201 Transit Planning	75,149	8,620	-	66,529	-	-	-	-	-
202 Rail Planning	26,020	26,020	-	-	-	-	-	-	-
301 Active Transportation Planning	92,842	-	84,437	-	8,405	-	-	-	-
401 Highways, Corridors, and Routes of Reg. Significance	44,935	5,154	39,781	-	-	-	-	-	-
501 Transportation Development Program	160,075	18,361	141,714	-	-	-	-	-	-
502 Project Coordination & Financial Programming	60,905	12,374	-	-	48,531	-	-	-	-
601 Travel Demand Model Management	79,082	9,071	70,011	-	-	-	-	-	-
602 Air Quality Modeling	72,691	-	64,353	-	8,338	-	-	-	-
603 GIS and Mapping Resources	107,377	-	95,061	-	12,316	-	-	-	-
604 Performance Management and Data Development	33,887	3,887	30,000	-	-	-	-	-	-
605 Regional Traffic Monitoring Program	21,544	-	19,073	-	2,471	-	-	-	-
701 Public Participation Program	48,534	5,567	42,967	-	-	-	-	-	-
801 Transportation Funds Administration	126,811	126,811	-	-	-	-	-	-	-
802 SB 125 Transit Program	18,745	-	-	-	-	-	18,745	-	-
901 Lobbying	134,020	134,020	-	-	-	-	-	-	-
902 Other Activities	115,401	115,401	-	-	-	-	-	-	-
1001 Overall Work Program	54,851	14,319	34,240	-	6,292	-	-	-	-
1101 MCTA Administration	214,966	214,966	-	-	-	-	-	-	-
Total expenditures	2,230,186	\$ 747,098	\$ 781,000	\$ 66,529	\$ 107,000	\$ 393,889	\$ 18,745	\$ 93,198	\$ 22,727
Under-recovery of indirect expenses - 22/23	(1,511)								
Over-recovery of indirect expenses - 24/25	29,986								
Change in compensated absences	6,745								
Net gain (loss)	\$ (98,139)								

Insurance coverage for the Commission at June 30, 2025 is as follows:

Liability coverage:	
All-inclusive (combined single limit):	
Bodily injury	\$1,000,000
Office personal property 90% co-insurance	\$100,000
Workers' compensation insurance	Statutory

Schedule of Cost Allocation Plan Reconciliation and Fixed Rate Overhead Carryover

Budget Item	Basic Financial Statements		Adjustments Allocated to Other Programs	Cost Allocation Plan	
	Actual Expense	Eligible Depreciation		Direct Expense	Indirect Expense
Salaries and benefits:					
Direct	\$ 668,793	\$ -	\$ (12,716)	\$ 656,077	\$ -
Indirect	512,444	-	-	-	512,444
Total salaries and benefits	<u>1,181,237</u>	<u>-</u>	<u>(12,716)</u>	<u>656,077</u>	<u>512,444</u>
Indirect overhead:					
Admin consulting services	1,900	-	-	-	1,900
Advertising/publication	431	-	-	-	431
Bank fee	320	-	-	-	320
Bldg/equipment maintenance & repair	425	-	-	-	425
Conference/training/education	6,400	-	-	-	6,400
Contracts	8,928	-	-	-	8,928
Debt service principal - building lease	69,287	-	-	-	69,287
Insurance and bonds	760	-	-	-	760
Outside services	2,580	-	-	-	2,580
Legal services	6,024	-	-	-	6,024
Audits	26,000	-	-	-	26,000
Membership fees	380	-	-	-	380
Miscellaneous	6,257	-	-	-	6,257
Office furniture and equipment	-	-	-	-	-
Office supplies	4,578	-	-	-	4,578
Postage	800	-	-	-	800
Technology related costs	45,931	-	-	-	45,931
Telephone/internet/website	14,380	-	-	-	14,380
Travel, cell and auto allowance	13,659	-	-	-	13,659
Utilities	11,046	-	-	-	11,046
Valley coordination	3,981	-	-	-	3,981
Depreciation	-	-	-	-	-
Board cost and other costs	139,407	-	(139,407)	-	-
Total indirect overhead	<u>363,474</u>	<u>-</u>	<u>(139,407)</u>	<u>-</u>	<u>224,067</u>
Total costs	<u>\$ 1,544,711</u>	<u>\$ -</u>	<u>\$ (152,123)</u>	<u>\$ 656,077</u>	<u>\$ 736,511</u>
Direct expenses - year ended June 30, 2025				\$ 656,077	
Approved indirect cost rate - year ended June 30, 2025					<u>116.60%</u>
Total allocable indirect expenses - year ended June 30, 2025				\$ 764,986	
Actual indirect expenses - year ended June 30, 2025				\$ 736,511	
(Over)/Under recovery of indirect expenses - year ended June 30, 2023					<u>(1,511)</u>
Net eligible indirect expenses - year ended June 30, 2025				\$ 735,000	
(Over)/Under recovery of indirect expenses - year ended June 30, 2025				\$ (29,986)	
(Over)/Under recover of indirect expenses - year ended June 30, 2024				\$ (27,564)	

OTHER INDEPENDENT AUDITOR'S REPORTS



The Place to Be

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

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 governmental activities, the General Fund, and the aggregate remaining fund information of the Madera County Transportation Commission (the Commission), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated February 12, 2026.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Commission's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission'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 Commission's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. 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*.

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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 Commission's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Page & Company

Clovis, California
February 12, 2026



INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
 EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER
COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

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

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Madera County Transportation Commission's (the Commission) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Commission's major federal programs for the year ended June 30, 2025. The Commission's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Commission complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's federal programs.

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Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Price Pange & Company

Clovis, California
February 12, 2026



INDEPENDENT AUDITOR'S REPORT ON
COMPLIANCE – LOCAL TRANSPORTATION FUND

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

Report on Compliance

Opinion on Local Transportation Fund

We have audited the Madera County Transportation Commission's (the Commission) compliance with *Transportation Development Act (TDA) Statutes and California Codes of Regulations, updated July 2018*, published by the California Department of Transportation, Division of Mass Transportation applicable to the Commission's Local Transportation Fund for the year ended June 30, 2025.

In our opinion, the Commission complied, in all material respects, with the compliance requirements referred to above that are applicable to the Local Transportation Fund for the year ended June 30, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation. Our responsibilities under those standards and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation, are further described in the Auditor's Responsibility for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's government programs.

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Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the government program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses. Our responsibility is to express an opinion on the Commission's compliance based on our audit.

Other Matters

The purpose of this report on compliance is solely to describe the scope of our testing of compliance and the results of that testing based on the *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation. Accordingly, this report is not suitable for any other purpose.

Price Pange & Company

Clovis, California
February 12, 2026



The Place to Be

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH
PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT
AND SERVICE ENHANCEMENT ACCOUNT FUND

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

Report on Compliance

Opinion on Public Transportation Modernization Improvement and Service Enhancement Account Fund

We have audited the Madera County Transportation Commission's (the Commission) compliance with *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission applicable to the Commission's Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) for the year ended June 30, 2025.

In our opinion, the Commission complied, in all material respects, with the compliance requirements referred to above that are applicable to the PTMISEA for the year ended June 30, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission. Our responsibilities under those standards and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission are further described in the Auditor's Responsibility for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's government programs.

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Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the government program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses. Our responsibility is to express an opinion on the Commission's compliance based on our audit.

Other Matters

The purpose of this report on compliance is solely to describe the scope of our testing of compliance and the results of that testing based on *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission. Accordingly, this report is not suitable for any other purpose.

Price Pange & Company

Clovis, California
February 12, 2026

FINDINGS AND QUESTIONED COSTS

SECTION I – SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:
Material weaknesses identified? Yes X No

Significant deficiencies identified -
not considered to be material weaknesses? Yes X None reported

Noncompliance material to financial statements noted? Yes X No

Federal Awards

Internal control over major programs:
Material weaknesses identified? Yes X No

Significant deficiencies identified -
not considered to be material weaknesses? Yes X None reported

Type of auditor's report issued on compliance
for major programs: Unmodified

Any audit findings disclosed that are required
to be reported in accordance with
2CFR 200, Section 200.516(a)? Yes X No

Identification of Major Programs

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction (Federal-Aid Highway Program)
Dollar threshold used to distinguish between Type A and Type B programs:	\$750,000
Auditee qualified as a low-risk auditee?	<u> X </u> Yes <u> </u> No

SECTION II – FINANCIAL STATEMENT FINDINGS

None reported.

SECTION III – FEDERAL AWARDS FINDINGS

None reported.

FINANCIAL STATEMENT FINDINGS

None reported.

FEDERAL AWARDS FINDINGS

None reported.



February 12, 2026

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

We have audited the financial statements of the governmental activities, General Fund, and the aggregate remaining fund information of the Madera County Transportation Commission (the Commission) for the year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards (and, if applicable, *Government Auditing Standards* and the Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter previously provided to you. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in Note 1 to the financial statements. As described GASB Statement No. 101 Compensated Absences was implemented during 2025; however, implementation did not have an effect on the Commission's beginning fund balance. We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. We are not aware of any significant estimates for the fiscal year ended June 30, 2025.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. The attached schedule summarizes uncorrected misstatements of the financial statements. Management has determined that their effects are immaterial, both individually and in the aggregate, to the financial statements taken as a whole. The uncorrected misstatements or the matters underlying them could potentially cause future period financial statements to be materially misstated, even though, in our judgment, such uncorrected misstatements are immaterial to the financial statements under audit. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

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 Clovis, CA 93611

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Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Commission's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Commission's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

In our audit engagement letter previously provided to you, we communicated the following significant risks of material misstatement (significant risks) as part of our audit planning:

- Management override of controls
- Improper revenue recognition due to fraud

These risks were addressed within our audit procedures and we have no findings to report related to these risks.

Other Matters

We applied certain limited procedures to management's discussion and analysis and the budgetary comparison schedule, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the supplementary information as listed in the table of contents and the schedule of expenditures of federal awards (supplementary information), which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the information and use of the Board of Commissioners and management of the Commission and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

Price Pange & Company

Item 8-8-B.

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STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2026-27 Measure T Allocation

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The FY 2026-27 Measure “T” Allocation is included in your package. The allocation provides a not to exceed budget allocation for each agency’s Measure “T” program. This will be the last allocation for the current Measure. Starting next year the new measure will be implemented.

The MCTC staff has requested that each jurisdiction prepare its Annual Expenditure (Budget) Plan (AEP), identifying how each agency anticipates spending the funds in FY 2026-27 per category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program, which will be presented at the June Board meeting for approval.

FISCAL IMPACT:

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

FY 2026-27 Measure T Allocation

Gross Allocation ³	14,850,000.00
Deductions	0.00
Net Allocation	<u>14,850,000.00</u>

Jurisdiction	Population ¹	Rate
County	82,768	0.50903
Madera	66,443	0.40863
Chowchilla	13,388	0.08234
	<u>162,599</u>	

Measure T Programs	Percent		County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 7,573,500.00				
Regional Streets and Highways Program	26.00%	\$ 3,861,000.00				\$ 3,861,000.00
Regional Rehab	25.00%	\$ 3,712,500.00	\$ 1,889,779.14	\$ 1,517,042.78	\$ 305,678.08	
Safe Routes to School & Jobs	44.00%	\$ 6,534,000.00				
Street Maintenance	13.00%	\$ 1,930,500.00	\$ 982,685.16	\$ 788,862.24	\$ 158,952.60	
Suppl. Maint, County Maintenance District	8.75%	\$ 1,299,375.00	\$ 661,422.71	\$ 530,964.96	\$ 106,987.33	
Flexible ²	21.75%	\$ 3,229,875.00	\$ 1,644,107.86	\$ 1,319,827.22	\$ 265,939.92	\$ 3,229,875.00
ADA Compliance	0.50%	\$ 74,250.00	\$ 37,795.59	\$ 30,340.85	\$ 6,113.56	
Transit Enhancement Program	2.00%	\$ 297,000.00				
Madera County	0.931527%	\$ 138,331.76	\$ 138,331.76			
City of Madera	0.747795%	\$ 111,047.56		\$ 111,047.56		
City of Chowchilla	0.150678%	\$ 22,375.68			\$ 22,375.68	
ADA/Seniors/Paratransit	0.17%	\$ 25,245.00	\$ 12,850.49	\$ 10,315.89	\$ 2,078.62	
Environmental Enhancement Program	2.00%	\$ 297,000.00	\$ 151,182.33	\$ 121,363.43	\$ 24,454.24	
Administration/Planning	1.00%	\$ 148,500.00				\$ 148,500.00
		TOTAL	\$ 3,874,047.18	\$ 3,109,937.71	\$ 626,640.11	\$ 7,239,375.00

1-The Population figures are based on 05/01/25 DOF figures.

2-All flexible funds are currently frozen and are not available for programming.

3-Based upon the sunset date of 3/31/27.

February 2026



STAFF REPORT
Board Meeting of February 18, 2026

AGENDA ITEM: 9-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

HdL Newsletter – 3rd Quarter 2025

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in the packet for your information is the 3rd Quarter 2025 Measure T Newsletter prepared by HdL. The newsletter provides a Measure T sales tax update for Madera County and statewide results for the corresponding period.

FISCAL IMPACT:

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

MADERA COUNTY MEASURE T

SALES TAX UPDATE

3Q 2025 (JULY - SEPTEMBER)



MADERA COUNTY - MEASURE T

-0.5%



3Q2025

TOTAL: \$ 4,170,259

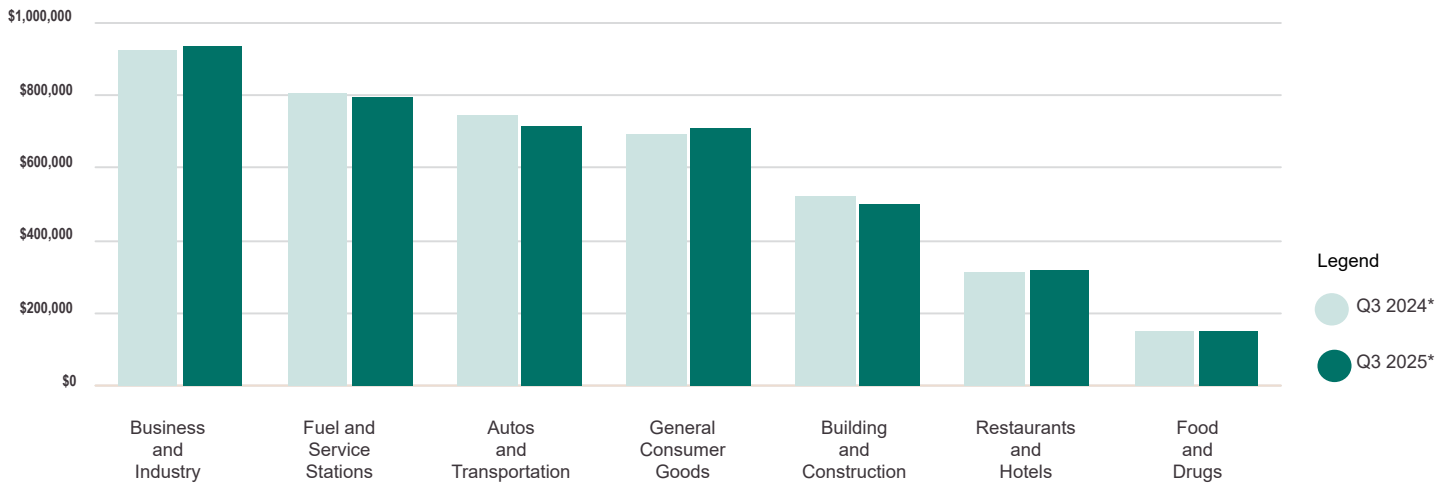
1.9%



STATE

*Allocation aberrations have been adjusted to reflect sales activity

SALES TAX BY MAJOR BUSINESS GROUP



MADERA COUNTY TRANSPORTATION COMMISSION - MEASURE T HIGHLIGHTS

Madera County Transportation Commission - Measure T's receipts from July through September were 4.1% above the third sales period in 2024. Excluding reporting aberrations, actual sales were down 0.5%.

While recent reports have noted that economic expansion has continued, and the Federal Reserve has started to reduce

interest rates, consumer confidence surveys indicate some weakness influencing some industry groups.

Fuel-service station payments fell modestly with prices more reasonable to fill-up for a tank of gas, but the recent opening of a new station also helped. High interest rates may have influenced the reduced receipts seen in

both the automotive and building groups.

Business-industry sales were mixed tipping upward from electrical equipment and business services. The ag related segments remitted lower receipts with demand for large equipment worsening as the year progresses.

General consumer goods gained primarily from robust online sales since shoppers are seeking the best value for their dollars with recent pricing increases. Quick-service restaurants were favored over casual dining, as value meals have been added to many fast-food menus to get customers to return.

Net of aberrations, taxable sales for all of Madera County declined 4.4% over the comparable time period; the San Joaquin Valley was up 1.5%

TOP NON-CONFIDENTIAL BUSINESS TYPES

Madera County Transportation Commission - Measure T

Business Type	Q3 '25*	Change	HdL State Change
Service Stations	653.2	-1.6% ↓	-5.0% ↓
New Motor Vehicle Dealers	360.3	-7.3% ↓	2.5% ↑
Retail ECommerce	274.3	15.8% ↑	5.8% ↑
Contractors	243.5	-2.3% ↓	-0.2% ↓
Building Materials	204.3	-5.2% ↓	-2.4% ↓
Garden/Agricultural Supplies	179.5	-2.3% ↓	-0.8% ↓
Quick-Service Restaurants	146.0	3.4% ↑	-1.1% ↓
Warehse/Farm/Const. Equip.	143.1	-8.7% ↓	-8.7% ↓
Used Automotive Dealers	142.0	-11.4% ↓	-9.5% ↓
Petroleum Prod/Equipment	134.0	4.5% ↑	2.5% ↑

*Allocation aberrations have been adjusted to reflect sales activity

*In thousands of dollars



STATEWIDE RESULTS

California's local one-cent sales and use tax receipts for July through September were 1.9% higher than the same quarter last year, after adjusting for accounting anomalies. While growth appears modest, calendar year 2025 remains on pace to rebound following two years of declines. Combined with second-quarter activity, the summer period posted a 1% improvement over the 2024 season.

Sustained consumer trends reflected a willingness to spend while remaining cost-conscious and prioritizing value. Online retailers, reporting to both business-industry and countywide use tax pools (depending on inventory location at purchase), recorded the strongest gains. This momentum extended to brick-and-mortar retailers, which also posted modest improvements. Seasonal "back-to-school" activity boosted men's and family apparel along with shoe stores, lifting the General Goods sector and enhancing expectations for the upcoming holiday shopping period.

Tax receipts from restaurants edged higher, supported by households' continued desire to eat out. Despite balancing higher menu prices, tip fatigue, and tighter margins,

casual dining establishments generated the largest gains. Overall, summer performance appeared stable but lacked the tourism surge many had hoped for.

Offsetting positive results was a decline in revenue from fuel-service stations—marking the 10th out of the last 11 quarters with negative year-over-year change. This trend is largely tied to West Texas Intermediate (WTI) crude oil prices, which hit their lowest monthly levels since 2021. While lower gas prices may encourage spending in other categories, potential oil refinery closures in the coming year could keep per-gallon prices elevated.

The food and drug sector continued its downward trend as grocers remitted fewer taxes, reflecting the challenge of generating taxable revenue amid rising food prices. Drug store filings have declined throughout the year, driven partly by increased access to medications through e-commerce platforms and a contraction in physical store footprints due to over-saturation and chain bankruptcies.

Two sectors poised to benefit from lower short-term interest rates—autos-

transportation and building-construction—repeated a pattern of lackluster returns. A minor uptick came from new auto sales and leasing, while building material suppliers struggled during the summer, likely creating pent-up demand for repairs and improvements ahead.

With the Federal Reserve considering additional rate changes in early 2026, optimism for improved consumer financing conditions and stronger sales tax receipts remains. As national tariff and trade talks ease, inflationary pressures will continue to shape spending behavior. For now, calendar year 2025 closes with sluggish but stable performance, awaiting broader economic shifts.

MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 3rd Quarter 2024 *

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
Fresno Co.	-4.7%	1.7%	5.6%	1.2%	-4.5%	2.1%	-0.4%
Kern Co.	0.5%	-2.8%	15.8%	-1.8%	0.2%	0.9%	-0.7%
Kings Co.	-2.2%	-5.4%	9.3%	0.7%	-4.3%	-0.7%	3.4%
Madera Co.	-9.1%	-5.0%	-14.1%	-1.2%	-2.1%	-1.5%	1.9%
Merced Co.	6.6%	4.0%	39.2%	-1.6%	3.0%	2.0%	0.8%
San Joaquin Co.	-4.1%	2.5%	2.8%	0.6%	-1.8%	-0.8%	1.1%
Stanislaus Co.	3.6%	-9.9%	-1.3%	1.0%	-9.7%	2.9%	1.1%
Tulare Co.	7.3%	13.5%	-19.1%	-2.0%	-4.1%	1.5%	1.7%

*Allocation aberrations have been adjusted to reflect sales activity