



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/86872779331?pwd=Ks9gueWrEu1eXyU123eAPaY6sliELb.1>

Webinar ID: 868 7277 9331

Passcode: 643557

Telephone: US: +1 669 900 6833

DATE

September 18, 2024

TIME

3:00 PM

Policy Board Members

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

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

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

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

[4-A.](#) Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

[4-B.](#) 2024-25 Sustainable Transportation Planning Grant awarded to Madera County

Enclosure: No

Action: Information and Discussion Only

[4-C.](#) Caltrans Draft Planning Grant Application Guide 30-Day Comment Period

Enclosure: No

Action: Information and Discussion Only

[4-D.](#) Fiscal Year 2022-2023 and 2023-2024 Revised State of Good Repair (SGR) Project List

Enclosure: Yes

Action: Approve Resolution 22-11 Amendment No. 2, adopting a Revised FY 2022-23 SGR project list, and approve Resolution 23-11 Amendment No. 1, adopting a Revised FY 2023-24 SGR project list

[4-E.](#) Fiscal Year 2024-25 State of Good Repair (SGR) Project List

Enclosure: Yes

Action: Approve Resolution 24-11, adopting the FY 2024-25 SGR project list to be submitted in the amount of \$290,091

[4-F.](#) CALCOG Regional Leadership Forum

Enclosure: No

Action: Information and Discussion Only

[4-G.](#) Social Services Transportation Advisory Council Appointment

Enclosure: Yes

Action: Approve the Social Services Transportation Advisory Council Application for Appointment: Nancy Ramirez to represent a Local Social Service Provider for Persons with Disabilities

[4-H.](#) Caltrans System Investment Strategy (CSIS) and Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics

Enclosure: No

Action: Information and Discussion Only

[4-I.](#) Letters of Support for SB 768 (Caballero) and SB 1159 (Dodd) and Letters of Opposition for AB 2290 (Friedman) and SB 1216 (Blakespear)

Enclosure: Yes

Action: Information and Discussion Only

[4-J.](#) Letters of Support: The Stockton Diamond Grade Separation Project and The Rail Academy of Central California (TRACC) Project

Enclosure: Yes

Action: Information and Discussion Only

[4-K.](#) State Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

5. **TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. 2024 Valley Voice – Washington D.C. Recap

Enclosure: Yes

Action: Information and Discussion Only

5-B. Update – 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Enclosure: Yes

Action: Information and Discussion Only

5-C. Draft CalVans Joint Powers Authority Agreement Revision

Enclosure: Yes

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**

7. **ADMINISTRATIVE CONSENT ITEMS**

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

7-A. Executive Minutes – July 17, 2024

Enclosure: Yes

Action: Approve July 17, 2024, Meeting Minutes

7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 24-09 Amendment No. 1, Resolution 24-10 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 24-09 Amendment No. 1, Resolution 24-10 Amendment No. 1

7-C. The August 2024 edition of *The Commission Vision*

Enclosure: No

Action: Information and Discussion Only

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

9-A. Focus on the Future 2024 Conference

Enclosure: No

Action: Information and Discussion Only

9-B. HdL Newsletter – 1st Quarter 2024

Enclosure: Yes

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only. Direction may be provided

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

12. CLOSED SESSION

NONE

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

All Federal grants, including transportation grants, can be found at [grants.gov](https://www.grants.gov). To find transportation related funding opportunities select “All Department of Transportation” under the “Agency” menu on the left-hand side.

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

Active & Upcoming Notices of Funding Opportunities (NOFOs)

Program	Due Date	NOFO Link
Low-Carbon Transportation Materials Grants – Round 2 Non-State	11/25/24	Apply Here
Bridge Projects	11/1/2024	Apply Here
Nationally Significant Federal Lands and Tribal Projects Program	10/16/2024	Apply Here
Planning and other Bridge Projects	10/1/2024	Apply Here
Reconnecting Communities Pilot Program	9/30/2024	Apply Here
Railroad Crossing Elimination	9/23/2024	Apply Here

National Culvert Removal, Replacement, & Restoration Grant Program 9/23/2024 [Apply Here](#)

Wildlife Crossings Pilot Program 9/4/2024 [Apply Here](#)

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2024-25 Sustainable Transportation Planning Grant awarded to Madera County

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Madera County has been awarded \$700,000 for the Madera Safe Routes to School Plan Development Project through the Caltrans Sustainable Transportation Planning Grant Program.

Madera County (County) intends to work in partnership with Madera Unified School District (MUSD) and the City of Madera (City) to prepare a Safe Routes to School Plan (SRTS Plan) covering the MUSD service area within the city and surrounding communities in the County. Development of this SRTS Plan would be a multipronged effort under which MUSD, along with the County and City, would assess the location, conditions, and issues of existing pedestrian, bicycle, and vehicle facilities along road segments that provide important linkages between each MUSD school and residential areas – the routes used by students to get to and from school. The project would identify gaps in the motorized and non-motorized infrastructure and recommend design improvement options (e.g., sidewalk connectivity, pedestrian and road safety features, bicycle facilities, education programs, etc.) that would provide an opportunity to make walking and bicycling to MUSD schools safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. On a long term basis, completion of the SRTS Plan and resulting construction projects to address the improvements recommended in the plan, would ease traffic congestion near various MUSD schools, improve air quality, enhance children’s health and well-being, and improve community members’ overall quality of life in the City of Madera and Madera County, while providing a blueprint for similar efforts in other cities and communities within the County and wider San Joaquin Valley region.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Caltrans Draft Planning Grant Application Guide 30-Day Comment Period

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Draft Fiscal Year (FY) 2025-26 Sustainable Transportation Planning Grant (STPG) Application Guide is available for a public comment period from September 10, 2024, to October 10, 2024.

Two final Application Guide virtual workshops will occur on October 16 & 17, 2024. These workshops will provide stakeholders with a comment summary, the anticipated updates, and a final input opportunity. After the workshops, the Application Guide will be finalized and released in late October.

- [FY 25-26 Sustainable Transportation Planning Grant Application Guide Update Workshop #3 – October 16, 2024 \(Teams Link\)](#)
- [FY 25-26 Sustainable Transportation Planning Grant Application Guide Update Workshop #4 – October 17, 2024 \(Teams Link\)](#)

Visit the [Sustainable Transportation Planning Grants](#) website to download the Draft FY 2025-26 STPG Application Guide and additional details for the anticipated grant cycle schedule and a link to the comment form.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Fiscal Year 2022-2023 and 2023-2024 Revised State of Good Repair (SGR) Project List

Enclosure: Yes

Action: Approve Resolution 22-11 Amendment No. 2, adopting a Revised FY 2022-23 SGR project list, and approve Resolution 23-11 Amendment No. 1, adopting a Revised FY 2023-24 SGR project list

SUMMARY:

Established by Senate Bill 1, the State Transit Assistance-State of Good Repair (STA-SGR) Program provides approximately \$105 million annually to eligible recipients for transit maintenance, rehabilitation, and capital projects that keep the public transit system in a state of good repair. Eligible STA-SGR projects include:

- Transit capital projects or services to maintain or repair a transit operators vehicle fleet or transit facilities;
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit service; and
- Transit services that complement local efforts for repair and improvements of local transportation infrastructure.

MCTC recommends submitting the following project revision in the amount of \$48,724:

City of Chowchilla Existing Project	FY 2022-23 CATX Purchase One Bus	(\$26,694)
City of Chowchilla Existing Project	FY 2023-24 CATX Purchase One Bus	(\$22,030)
City of Chowchilla Proposed Project	CATX Purchase One Gasoline Bus	\$48,724
	Total	\$48,724

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
REVISED PROJECT APPROVAL LIST FY
2022/23**

Resolution No.: **22-11
Amendment No. 2**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation, and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the City of Chowchilla wishes to amend its State of Good Repair project list; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the amended project list for the State of Good Repair Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List for FY 2022-2023 to be submitted in the amount of \$26,694.

City of Chowchilla Existing Project	Purchase One Bus	(\$26,694)
City of Chowchilla Proposed Project	CATX Purchase One Gasoline Bus	\$26,694

NOW, THEREFORE, BE IT RESOLVED, by the Policy 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 document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit an amended project list for the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 18th day of September 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

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
**STATE OF GOOD REPAIR PROGRAM
REVISED APPROVAL LIST FY 2023/24**

Resolution No.: **23-11**
Amendment No. 1

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation, and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the City of Chowchilla wishes to amend its State of Good Repair project list; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the amended project list for the State of Good Repair Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List for FY 2023-2024 to be submitted in the amount of \$22,030.

City of Chowchilla Existing Project	Purchase One Bus	(\$22,030)
City of Chowchilla Proposed Project	CATX Purchase One Gasoline Bus	\$22,030

NOW, THEREFORE, BE IT RESOLVED, by the Policy 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 document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit an amended project list for the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 18th day of September 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-E

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Fiscal Year 2024-25 State of Good Repair (SGR) Project List

Enclosure: Yes

Action: Approve Resolution 24-11, adopting the FY 2024-25 SGR project list to be submitted in the amount of \$290,091

SUMMARY:

Established by Senate Bill 1, the State Transit Assistance-State of Good Repair (STA-SGR) Program provides approximately \$105 million annually to eligible recipients for transit maintenance, rehabilitation, and capital projects that keep the public transit system in a state of good repair. Eligible STA-SGR projects include:

- Transit capital projects or services to maintain or repair a transit operators vehicle fleet or transit facilities;
• The design, acquisition, and construction of new vehicles or facilities that improve existing transit service; and
• Transit services that complement local efforts for repair and improvements of local transportation infrastructure.

To receive STA-SGR funds, eligible recipients must submit an annual list of projects to Caltrans, which is due by September 1, 2024.

For FY 2024-25, Madera County Transportation Commission will receive \$262,742 (PUC 99313) and \$8,648 (PUC 99314) to be suballocated to local agencies by population.

MCTC will submit allocation requests for the following projects:

Table with 3 columns: Agency, Project Name, Amount. Rows include City of Chowchilla CATX Purchase One Gasoline Bus (\$30,326), City of Madera Transit Enhancement - Installation of Concrete Pads (\$119,390), and County of Madera Transit Bus Facility - Infrastructure (\$140,375).

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
NEW PROJECT APPROVAL LIST, FY 2024/25**

Resolution No.: **24-11**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the attached project list for the State of Good Repair Program funds.

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the SB1 State of Good Repair Project List for FY 2024-2025 to be submitted in the amount of \$290,091.

City of Chowchilla	CATX Purchase One Gasoline Bus	\$ 30,326
City of Madera	Transit Enhancement - Installation of Concrete Pads	\$119,390
County of Madera	Transit Bus Facility - Infrastructure	\$140,375

NOW, THEREFORE, BE IT RESOLVED, by the Policy 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 document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 18th day of September 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 18, 2024

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

SUBJECT:
CALCOG Regional Leadership Forum
Enclosure: No
Action: Information and Discussion Only

SUMMARY:
The [CALCOG](#) Regional Leadership Forum will be held March 5-7, 2025, at the Sacramento Convention Center. The Regional Leadership Forum highlights successful projects, regional innovations, and best practices. Opportunities are available to network with state agency partners.

Registration is opening soon. Please let Sandy Ebersole, on my staff, know if you are interested in attending this year's forum. MCTC staff will make the appropriate registration and hotel reservation on your behalf. Sandy can be reached at sandy@maderactc.org.

FISCAL IMPACT:
No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-G

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Social Services Transportation Advisory Council Appointment

Enclosure: Yes

Action: Approve the Social Services Transportation Advisory Council Application for Appointment: Nancy Ramirez to represent a Local Social Service Provider for Persons with Disabilities

SUMMARY:

MCTC Staff are requesting the Policy Board's consideration and action on an application to the Social Services Transportation Advisory Council (SSTAC). Nancy Ramirez is seeking to be appointed for her first term. The primary purpose of the SSTAC is to oversee the Unmet Transit Needs process. Appointments to the SSTAC require action by the Policy Board.

California's Transportation Development Act (TDA) requires the Madera County Transportation Commission (MCTC) to establish a Social Services Transportation Advisory Council (SSTAC) to advise MCTC on any major transit issues in the Madera County region. This includes participating in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist.

The SSTAC shall consist of the following members:

1. **One** representative of a potential transit user who is 60 years of age or older.
2. **One** representative of a potential transit user who is a person with a disability.
3. **Two** representatives of the local social service providers for older adults, including one representative of a social service transportation provider, if one exists.
4. **Two** representatives of local social service providers for persons with a disability, including one representative of a social service transportation provider, if one exists.
5. **One** representative of a local social service provider for persons of limited means.
6. **Two** representatives from the local transportation service agency, including one representative from an operator, if one exists.

7. **Any additional members** appointed from a broad representation of social service and transit providers representing older adults, persons with disabilities, and persons of limited means in accordance with PUC Section 99238, subdivision B.

The term of appointment is for three years, which may be renewed for additional three-year terms.

Nancy Ramirez is an Employment and Training Supervisor under the Self-Sufficiency division at the Madera County Department of Social Services. She regularly functions as a liaison for the agency for various district programs working with members of the community who have disabilities. She is familiar with the challenges of vulnerable populations and regularly advocates for the accessibility of reliable public transportation in Madera County, especially for persons with disabilities. Sabrina Garibay was recently appointed to the Council in June; however, she has since secured a new job. Nancy, who was Sabrina's supervisor, has volunteered to fill Sabrina's role on the Council, bringing a wealth of experience and a deep understanding of the county's needs. Nancy is applying to serve one three-year term on the SSTAC representing a Local Social Service Provider for Persons with Disabilities.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



Madera County Transportation Commission

Item 4-4-G.

MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: 09/05/2024

NAME/NOMBRE: Nancy Ramirez

HOME ADDRESS/DIRECCION: [Redacted]
Street/ Calle City/ Ciudad Zip Code/ Código Postal

WORK ADDRESS/ DIRECCION DE EMPLEO: 1620 Sunrise ave Madera 93638
Street/ Calle Zip Code/ Código Postal

PHONE/ TEL: Home/Casa: Cell: [Redacted] Work/Empleo: (559)675-2327

EMAIL/ Correo electrónico: nancy.ramirez@maderacounty.com

Request to Represent:/ Solicitud para representar:

- Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
Potential Transit User Who Has a Disability/ Usuario potencial de transporte público que esta deshabilitado
[X] Local Social Service Provider for Persons with Disabilities/ Representante del proveedor de servicios sociales locales para discapacitados
Local Social Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios sociales locales para personas de recursos limitados
Local Transportation Service Agency/ Representante de la Agencia de Transporte Local
Other (Optional) – Transportation Planning Agency may appoint additional members in accordance with the procedure prescribed in subdivision (b) of California Public Utilities Code § 99238. Otro (Opcional) La Agencia de Planificación del Transporte podrá nombrar miembros adicionales conforme con el procedimiento prescrito en la subdivisión (b) del Código de Servicios Públicos de California § 99238

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.

(Use additional space if needed) /Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)

To assist in the potential removal of transportation barriers for employment, doctors appointments, and everyday activities to those families or individuals with limited resources and disabilities. Ensure transportation is reliable, of good quality, and readily available to meet the county's needs allowing people to move easily through the county in all modes of travel. Look at affordable transportation alternatives for families and individuals with limited means and disabilities.

Provide any additional information you believe will be helpful during the applicant review process.

(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

Please see attachment.

Please send completed applications to:
(Por favor mande solicitudes a:)
Natalia Austin,
Senior Regional Planner
2001 Howard Road, Suite 20
Madera, CA 93637
naustin@maderact.org

Signature/ Firma: Nancy Ramirez

ATTACHMENT - SSTAC Application - Nancy Ramirez

I'm currently a Supervisor under the Self-Sufficiency division with Madera Department of Social Services. I oversee our In Home Supportive Services Payroll and Public Authority programs, along with our Pre-Employment program, and I'm the liaison for our clients with Learning disabilities. I'm currently on the SARB board for both Madera county office of Education as well as Chowchilla. In addition, I supervise the employment and training workers in our outstations Chowchilla and Oakhurst. Lastly I am the main supervisor for our new program SSTEP which is a new teen enrichment program design to help Cash aided youth become self-sufficient by providing them with valuable life skills that would benefit them as they transition into adulthood.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-H

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Caltrans System Investment Strategy (CSIS) and Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Caltrans has released the final Caltrans System Investment Strategy (CSIS) and companion Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics documents. The CSIS establishes Caltrans investment framework with standard methodologies and processes to guide transportation investment decisions through a transparent and collaborative process. This framework applies to major capital projects proposed on the State Highway System (SHS) that have completed the Project Initiation Documents (PIDs) and are ready to seek competitive funding for environmental, design, right-of-way, and/or construction phases. The CAPTI Alignment Metrics is a companion document to the CSIS that establishes eleven qualitative and quantitative metrics to assess alignment with the 10 CAPTI Guiding Principles.

The CSIS document may be found [here](#).

The CAPTI Alignment Metrics Document may be found [here](#).

The CSIS web page may be found [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-I

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Letters of Support for SB 768 (Caballero) and SB 1159 (Dodd) and Letters of Opposition for AB 2290 (Friedman) and SB 1216 (Blakespear)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

SB 768 will require the Transportation Agency (CalSTA) to study how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).

Information regarding AB 768 may be found [here](#).

SB 1159 will require the Office of Planning and Research (OPR), by January 1, 2026, to evaluate, and the secretary of the Natural Resources Agency (NRA) to consider, creating a categorical exemption from the California Environmental Quality Act (CEQA) for roadside projects no more than five road miles from a municipality or census-designated place if the project is solely for wildfire risk reduction.

Information regarding SB 1159 may be found [here](#).

AB 2290 will require Caltrans to establish the Bikeway Quick-Build Project Pilot Program, as specified, and to implement one bikeway quick-build project in each district by December 31, 2027. The bill would also require, where feasible, inclusion of bicycle facilities identified in local or state bicycle plans or active transportation plans in any project funded by the Road Maintenance and Rehabilitation Program (RMRP), as specified. Lastly, the bill would prohibit the California Transportation Commission (CTC) from including a project that creates a Class III bikeway in the Active Transportation Program (ATP) program of projects unless the facility is on a highway with a design speed of 25 miles per hour (mph) or less, as specified.

Information regarding AB 2290 may be found [here](#).

SB 1216 will prohibit an agency from installing a sharrow on a highway where bicycle travel is permitted that has a posted speed limit greater than 30 miles per hour (mph) and prohibits the CTC Active Transportation Program from funding projects that create a Class III bikeway on a highway with a design speed greater than 25 mph.

Information regarding SB 1216 may be found [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

July 19, 2024

The Honorable Buffy Wicks
Assembly Appropriations Committee, Chair
1021 O Street, Suite 8220
Sacramento, California 95814

RE: SB 768 (Caballero) – California Environmental Quality Act: Transportation Agency: vehicles miles traveled study – Support

Dear Chair Wicks:

On behalf of the Madera County Transportation Commission (MCTC), I write to express our support for SB 768 (Caballero), which would require the California State Transportation Agency, in consultation with other state agencies, councils of governments, and metropolitan planning organizations, to conduct a study on how vehicles miles traveled (VMT) is used as a metric for measuring transportation impacts under the California Environmental Quality Act.

Madera County, which has a population of less than 200,000, struggles with VMT metrics, particularly its one-size-fits-all application, given our lack of density and vast geographic location, which spreads from the Counties of San Joaquin to Kern and helps facilitate state commerce and mobility. The Bay Area has nearly 60% more people living in an area a quarter the size of the Valley. Los Angeles has more than 2.5 times our population, over 1/6 of the area. VMT reduction is not always possible, given the lack of density, discretionary income, travel patterns/needs, and overall practicality of using a bike, bus, or train as an option for Valley residents.

Our region is the heart of California’s transportation system and is a major economic generator within California. Over 25% of the nation’s produce comes from the San Joaquin Valley, and roughly 92% is transported by truck, primarily using State Route 99, Interstate 5, and other major east-west corridors, such as State Routes 41, which is a heavily traveled gateway to Yosemite National Park. State Route 99 is consistently identified as one of the nation’s most dangerous and fatal highways. Up to four inland ports are being planned in the Valley to help offset logistical pressure on seaports, necessitating greater investments in the state highway system.

MCTC is committed to accelerating our response to climate change by investing in multimodal options, such as active transportation, bus, and rail transportation. We hope a study will calibrate expectations and develop strategies to help us achieve our mutual goals of improving air quality and mobility for all.

For these reasons, we support SB 768 when heard in your Assembly Committee on Appropriations. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. I appreciate your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'PTaylor', with a long horizontal flourish extending to the right.

Patricia Taylor, Executive Director
Madera County Transportation Commission

cc: Members of the Assembly Appropriations Committee

September 5, 2024

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 8220
Sacramento, California 95814

RE: SB 768 (Caballero) – California Environmental Quality Act: Transportation Agency: vehicle miles traveled study – REQUEST FOR SIGNATURE

Dear Governor Newsom:

On behalf of the Madera County Transportation Commission (MCTC), I write to express our support for SB 768 (Caballero), which would require the Department of Housing and Community Development, in consultation with other state agencies, councils of governments, and metropolitan planning organizations, to conduct a study on how vehicles miles traveled (VMT) is used as a metric for measuring transportation impacts under the California Environmental Quality Act.

Madera County, which has a population of less than 200,000, struggles with VMT metrics, particularly its one-size-fits-all application, given our lack of density and vast geographic location, which spreads from the Counties of San Joaquin to Kern and helps facilitate state commerce and mobility. The Bay Area has nearly 60% more people living in an area a quarter the size of the Valley. Los Angeles has more than 2.5 times our population, over 1/6 of the area. VMT reduction is not always possible, given the lack of density, discretionary income, travel patterns/needs, and overall practicality of using a bike, bus, or train as an option for Valley residents. This also impacts housing development in our region.

Our region is the heart of California’s transportation system and is a major economic generator within California. Over 25% of the nation’s produce comes from the San Joaquin Valley, and roughly 92% is transported by truck, primarily using State Route 99, Interstate 5, and other major east-west corridors, such as State Routes 41, which is a heavily traveled gateway to Yosemite National Park. State Route 99 is consistently identified as one of the nation’s most dangerous and fatal highways. Up to four inland ports are being planned in the Valley to help offset logistical pressure on seaports, necessitating greater investments in the state highway system.

MCTC is committed to accelerating our response to climate change by investing in multimodal options, such as active transportation, bus, and rail transportation. We hope a study will

calibrate expectations and develop strategies to help us achieve our mutual goals of improving air quality and mobility for all.

For these reasons, I ask for your signature on SB 768. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. I appreciate your consideration.

Sincerely,



Patricia Taylor
Executive Director

cc: The Honorable Anna Caballero, Senator, 14th District
Christina Aurre, Legislative Affairs Secretary
Myles White, Deputy Legislative Affairs Secretary

July 19, 2024

The Honorable Buffy Wicks
Assembly Appropriations Committee, Chair
1021 O Street, Suite 8220
Sacramento, California 95814

RE: SB 1159 (Dodd) – California Environmental Quality Act: roadside wildfire risk reduction projects– Support

Dear Chair Wicks:

On behalf of the Madera County Transportation Commission (MCTC), I write to express our support for SB 1159 (Dodd), which would require the Governor’s Office of Planning and Research to evaluate, and the California Natural Resources Secretary to consider, the inclusion of roadside projects no more than five road miles from a municipality or census-designated place that are undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical exemption from the California Environmental Quality Act (CEQA).

Madera County, with a population of less than 200,000, is facing a significant threat. The acceleration and intensity of wildfires over the past few seasons have decimated many rural areas. These wildfires not only impact lifeline routes, such as State Route 41, but also pose a threat to the only evacuation routes for residents in the corridor. Including roads within a five-mile radius for a CEQA exemption is crucial in protecting property and mitigating future wildfires.

For these reasons, we support SB 1159 when heard in your Assembly Committee on Appropriations. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. I appreciate your consideration.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

cc: Members of the Assembly Appropriations Committee

July 19, 2024

The Honorable Anna Caballero
Senate Appropriations Committee, Chair
State Capitol, Room 412
Sacramento, California 95814

RE: AB 2290 (Friedman) – Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program – Oppose

Dear Chair Caballero:

On behalf of the Madera County Transportation Commission (MCTC), I write to express our opposition to AB 2290 (Friedman). This bill would prohibit the California Transportation Commission from approving applications to the Active Transportation Program that proposes to deliver a Class III bikeway on a highway that exceeds a speed limit of 25 miles per hour.

MCTC is deeply concerned about the potential negative impact of AB 2290. By prohibiting Class III bikeways, this bill overlooks the unique traffic volumes in less densely populated areas, many being disadvantaged communities. It poses a significant threat to our region's efforts to promote mode shift and deliver multimodal options and our ability to comply with a sustainable communities strategy. This would preclude access to billions in state resources, such as the SB 1 competitive programs (Solutions for Congested Corridors and Trade Corridor Enhancement Program) to improve safety, air quality, and mobility on the state highway system or invest in public transportation infrastructure.

For these reasons, we oppose AB 2290 when it is heard in your Senate Committee on Appropriations. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. I appreciate your consideration.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

cc: Members of the Senate Appropriations Committee

July 19, 2024

The Honorable Buffy Wicks
Assembly Appropriations Committee, Chair
1021 O Street, Suite 8220
Sacramento, California 95814

RE: SB 1216 (Blakespear) – Transportation: Class III bikeways: prohibition– Oppose

Dear Chair Wicks:

On behalf of the Madera County Transportation Commission (MCTC), I write to express our opposition to SB 1216 (Blakespear). This bill would prohibit the California Transportation Commission from approving applications to the Active Transportation Program that proposes to deliver a Class III bikeway or sharrow on a highway that exceeds a speed limit of 30 miles per hour.

MCTC is deeply concerned about the potential negative impact of SB 1216. By prohibiting Class III bikeways, this bill overlooks the unique traffic volumes in less densely populated areas, many being disadvantaged communities. It poses a significant threat to our region's efforts to promote mode shift and deliver multimodal options and our ability to comply with a sustainable communities strategy. This would preclude access to billions in state resources, such as the SB 1 competitive programs (Solutions for Congested Corridors and Trade Corridor Enhancement Program) to improve safety, air quality, and mobility on the state highway system or invest in public transportation infrastructure.

For these reasons, we oppose SB 1216 when it is heard in your Assembly Committee on Appropriations. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. I appreciate your consideration.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

cc: Members of the Assembly Appropriations Committee

September 5, 2024

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, California 95814

RE: SB 1216 (Blakespear) – Transportation: Class III bikeways: prohibition– VETO REQUEST

Dear Governor Newsom:

On behalf of the Madera County Transportation Commission (MCTC), I respectfully request your veto of SB 1216 (Blakespear). This bill would prohibit the California Transportation Commission from approving applications to the Active Transportation Program that propose to deliver a Class III bikeway or sharrow on a highway that exceeds a speed limit of 30 miles per hour.

MCTC is deeply concerned about the potential negative impact of SB 1216. By prohibiting Class III bikeways, this bill overlooks the unique traffic volumes in less densely populated areas, many being disadvantaged communities. It poses a significant threat to our region's efforts to promote mode shift and deliver multimodal options and our ability to comply with a sustainable communities strategy. This would preclude access to billions in state resources, such as the SB 1 competitive programs (Solutions for Congested Corridors and Trade Corridor Enhancement Program) to improve safety, air quality, and mobility on the state highway system or invest in public transportation infrastructure.

For these reasons, I ask you to veto SB 1216. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. I appreciate your consideration.

Sincerely,



Patricia Taylor
Executive Director

cc: The Honorable Catherine Blakespear, Senator, 38th District
Christina Aurre, Legislative Affairs Secretary
Myles White, Deputy Legislative Affairs Secretary



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-J

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Letters of Support: The Stockton Diamond Grade Separation Project and The Rail Academy of Central California (TRACC) Project

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Regional Rail Commission (Rail Commission) and the San Joaquin Joint Powers Authority have prepared funding applications for the following projects:

- Fiscal Year 23-24 Railroad Crossing Elimination Program (RCE) grant for **the Stockton Diamond Grade Separation project**, which would construct a grade separation separating the intersection of UPRR Fresno Subdivision and the BNSF Stockton Subdivision.
- Fiscal Year 24 Good Jobs Challenge (GJC) grant for **The Rail Academy of Central California (TRACC) project**, which is a workforce training program that creates employment opportunities to enhance the region's economic growth.

MCTC staff have prepared letters of support for these projects as they apply for Federal funding.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

September 17, 2024

The Honorable Amit Bose
Administrator
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJECT: Support of the Railroad Crossing Elimination Program Application for Fiscal Years 2023 and 2024: ***Stockton Diamond Grade Separation Project***

Dear Administrator Bose,

The Madera County Transportation Commission (MCTC) strongly supports the San Joaquin Regional Rail Commission's (Rail Commission) application to the Federal Railroad Administration (FRA) Railroad Crossing Elimination Program (RCE) for the Fiscal Years 2023 and 2024 for ***the Stockton Diamond Grade Separation Project (Project)***.

The purpose of the Project is to eliminate the at grade intersection of the Burlington Northern and Santa Fe (BNSF) Stockton Subdivision and the Union Pacific (UP) Fresno Subdivision located in Stockton, California and to eliminate or bring up to current safety standards at grade intersections of certain local streets identified for inclusion in the Project. The junction of the BNSF and UP tracks, referred to as the "Stockton Diamond," is the most heavily congested freight bottleneck in California, as well as one of the most congested rail junctions in the nation. Completion of the Project is critical for unlocking capacity needed for the "Valley Rail" future expansion of the ACE commuter rail and Amtrak San Joaquins intercity passenger rail service to improve the safety and efficiency of freight mobility in the growing San Joaquin Valley and Northern California Megaregion.

The Rail Commission is requesting \$25 million in grant funding for the Project. The Rail Commission has secured significantly more than the required 20% non-federal matching funding needed to apply for the RCE grant.

This Project aligns with the RCE Program purpose to improve safety and mobility of people and goods. Further, it supports the stated Administration Priorities of safety, equity, and climate and sustainability.

MCTC would like to thank the FRA for its consideration and welcomes the opportunity to support the Rail Commission in the pursuit of RCE grant funding to support the Project.

We urge your careful consideration and review of this important funding request.

Sincerely,



Patricia Taylor
Executive Director
Madera County Transportation Commission

September 17, 2024

Assistant Secretary Alejandra Y. Castillo
U.S. Economic Development Administration
U.S. Department of Commerce
1401 Constitution Avenue. NW
Suite 71014
Washington, DC 20230

SUBJECT: Support for 2024 Good Jobs Challenge (GJC): ***The Rail Academy of Central California (TRACC) Project***

Dear Director Castillo,

On behalf of the Madera County Transportation Commission (MCTC), I am writing to express support for the application by San Joaquin Regional Rail Commission (SJRRC) to the United States Department of Commerce (USDOC)'s Economic Development Administration (EDA)'s Fiscal Year (FY) 2024 Good Jobs Challenge (GJC) grant for ***The Rail Academy of Central California (TRACC) project (Project)***.

The rail and transit industries are struggling to attract new talent to replace a workforce that is aging. TRACC addresses our region's current training and accessibility gap. Sacramento City College (Sac City) has suspended its railroad workforce program in our region, hampering efforts to attract young talent. Many previous Sac City program graduates have successful, well-paying careers with Union Pacific Railroad, Amtrak, and SJRRC.

TRACC program was developed based on the FRA-approved original Sac City program while providing students with hands-on training at the Altamont Corridor Express Rail maintenance Facility (RMF) in Stockton. This modern, 157,000 sq. ft. facility provides students with an unrivaled opportunity to learn the skills they need to succeed and grow within the industry by working on actual equipment. The classroom-style instruction for the TRACC Program is held at Robert J. Cabral Station.

TRACC creates employment opportunities that will directly enhance our region's economic growth. SJRRC's goal and that of their sectoral partners, the Stockton Unified School District and Sac City, is to provide the youth of Stockton, California, and the adult learners of the surrounding region with the opportunity to gain marketable skills to position them for success in the rail industry. TRACC represents an innovative strategic partnership between educational, public, and business entities.

A strong national passenger rail system requires a strong workforce. The advancement of TRACC and other similar workforce development opportunities will result in mobility and growth for current employees, and new opportunities for currently unemployed and underemployed workers.

The Project aligns well with the GJC's objectives and implements strategies that meet employers' workforce needs, advance the skills and employment prospects of workers and jobseekers, grow regional economies, and increase employment in resilient and good jobs. The Project meets employer needs, produces long-term positive outcomes for workers and their communities. The Project meets the goals of GJC by providing training that leads to placement in good jobs in the rail industry. The Project also addresses San Joaquin County's comprehensive economic development strategy and its mutual goals to (1) create transformative job opportunities for residents, (2) develop and maintain an integrated, sustainable, multi-mode transportation system that enables safe and efficient movement of goods and people such as rail and (3) develop and nurture an innovation culture to facilitate technology-based business recruitment and job creation.

SJRRC is requesting \$1.5 million in grant funding for the TRACC Project. The requested funding will cover four (4) instructor costs, including salaries and equipment (such as instructor laptops and office supplies), class supplies for onboard instruction (such as railroad radios and railroad flares), personal protective equipment for students of the program (including safety glasses, earplugs, hard hats, safety vests, and work boots), contractual costs (marketing), and costs for the facility and transportation. The project has direct funding from Sacramento City College's Strong Workforce Program Legislation award. SJRRC has secured a total of approximately \$600,000 already for the Project.

MCTC would like to thank USDOC' EDA for considering and welcomes the opportunity to support SJRRC in the pursuit of this Project.

Sincerely,



Patricia Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 4-K

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum regarding an update on state legislative items and the special session on gas prices.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



September 10, 2024

TO: Board Members, Madera County Transportation Commission
FROM: Gus Khouri, President
Khouri Consulting LLC
RE: **STATE LEGISLATIVE UPDATE –SEPTEMBER**

General Outlook

The legislature adjourned the 2023-24 Regular Session on August 31. Governor Newsom will have until September 30 to sign or veto legislation. On September 3, Governor Newsom called for a Special session on gas prices. The focus is on requiring oil refineries to keep a reserve to prevent price spikes, which the Governor states is all profit at the expense of consumers. The Governors of Arizona and Nevada have expressed concerns that potential legislation could severely impact gas prices in those states, given how dependent they are on the importation of California oil. The Governor is responding to gas price spikes in November of 2022 and wants to hold “Big Oil” accountable.

The current class of legislators, which includes 34 termed-out members (11 Senators and 23 Assemblymembers), can serve until November 30. The new class of legislators will be sworn in on December 2. The Senate has expressed reluctance to meet, and passage of legislation before the November 3 election could jeopardize certain candidates in tightly contested races.

The Special Session could also provide an opportunity to examine the imposition of a state gas tax, which is currently at 59.6 cents and, despite inflationary adjustments, is not keeping up with demand to address infrastructure needs for local streets and roads and highways, nor multi-modal investments into active and public transportation. This is primarily due to the emergence of zero-emission vehicles and gas-powered vehicles becoming more fuel-efficient.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2024 Valley Voice – Washington D.C. Recap

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C. was held from September 9-11, 2024. Supervisor Poythress, Councilmember Rodriguez, and Director Taylor will provide a verbal report. Included in your package is a copy of the 2024 San Joaquin Valley Regional Policy Council Valley Voice, Washington D.C. Brochure, and Itinerary.

The highlights this year were as follows:

- Highway Projects
- Air Quality
- Rail Projects
- Budget and Appropriations
- Infrastructure Investment and Jobs Act/Inflation Reduction Act Implementation
- Reauthorization Principles
- Reauthorization or Farm Bill Principles

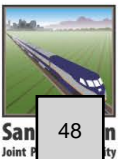
FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



VALLEY VOICE DC

FEDERAL PLATFORM 2024



About California's San Joaquin Valley

California's San Joaquin Valley comprises eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and 62 cities. This area of 27,383 square miles (larger than the state of West Virginia) lies between the Sierra Nevada Mountain range to the east, the Tehachapi Mountains to the south, the coastal ranges to the west, and the Sacramento Valley to the north. The San Joaquin Valley is an agricultural-based economy that provides 25 percent of the nation's food supply.

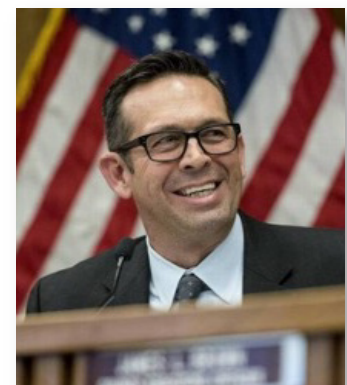


State Route 99, also referred to as California's main north-south artery, plays a crucial role in transporting goods from southern California to northern California through the major cities of the San Joaquin Valley (Valley). Because of its central location in the state, the Valley is a vital transportation hub for moving people and goods in California and across the United States. In addition to improvements to State Route 99 (SR 99), significant rail investments are underway in the Valley, including construction of the first segment of the California High-Speed Rail project, which will ultimately connect cities along the corridor from the Bay Area in northern California to San Diego in Southern California. The Central Valley High-Speed Rail segment includes rail and station development from Merced to Bakersfield, with service anticipated to begin in the early 2030s. Station area development is underway, with transformational change and welcome economic growth expected for host cities, including Merced, Madera, Fresno, Hanford, and Bakersfield.

The Valley has approximately 4.4 million residents, accounting for about 11% of California's population. It is growing; by 2060, the eight counties are projected to capture almost 13% of the state's population. These growth estimates pose opportunities and challenges to the regional transportation system, offering significant investment potential from state and federal sources. The Valley has disproportionately high rates of low-income and minority communities and is challenged by air quality impacts. Investments in green infrastructure will greatly benefit local communities across the Valley.

San Joaquin Valley Regional Policy Council

The Regional Policy Council for the San Joaquin Valley was formed to serve as a platform for collaboration on key regional issues and to showcase the commitment of its regional transportation planning agencies working together. This collaborative partnership includes two elected officials from each of the eight regional transportation planning agencies, the Executive Directors of the San Joaquin Valley Air Pollution Control District, and the San Joaquin Joint Powers Authority. Honorary members include the California Department of Transportation (Caltrans) and the California High-Speed Rail Authority. "Valley Voice" serves as the Policy Council's advocacy program, conveying the region's priorities to policymakers and agency staff in Washington, DC, and Sacramento. Chair Daron McDaniel, who serves as a Supervisor for the County of Merced, leads the council.



*Daron McDaniel,
Valley Voice Chair*

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Highway Projects



The San Joaquin Valley alone generates 25 percent of the nation’s agricultural products. This results in the need for enhanced freight movement infrastructure along the SR 99 corridor to export these products throughout the state, supporting access to fresh produce in the state’s urbanized areas. In addition, the demand to transport freight from existing West Coast maritime ports to inland markets and beyond has grown significantly. Since freight is projected to surpass 500 million tons annually by 2040, safe and efficient goods movement corridors and associated logistics sector investments are critical to ensuring supply chain reliability.

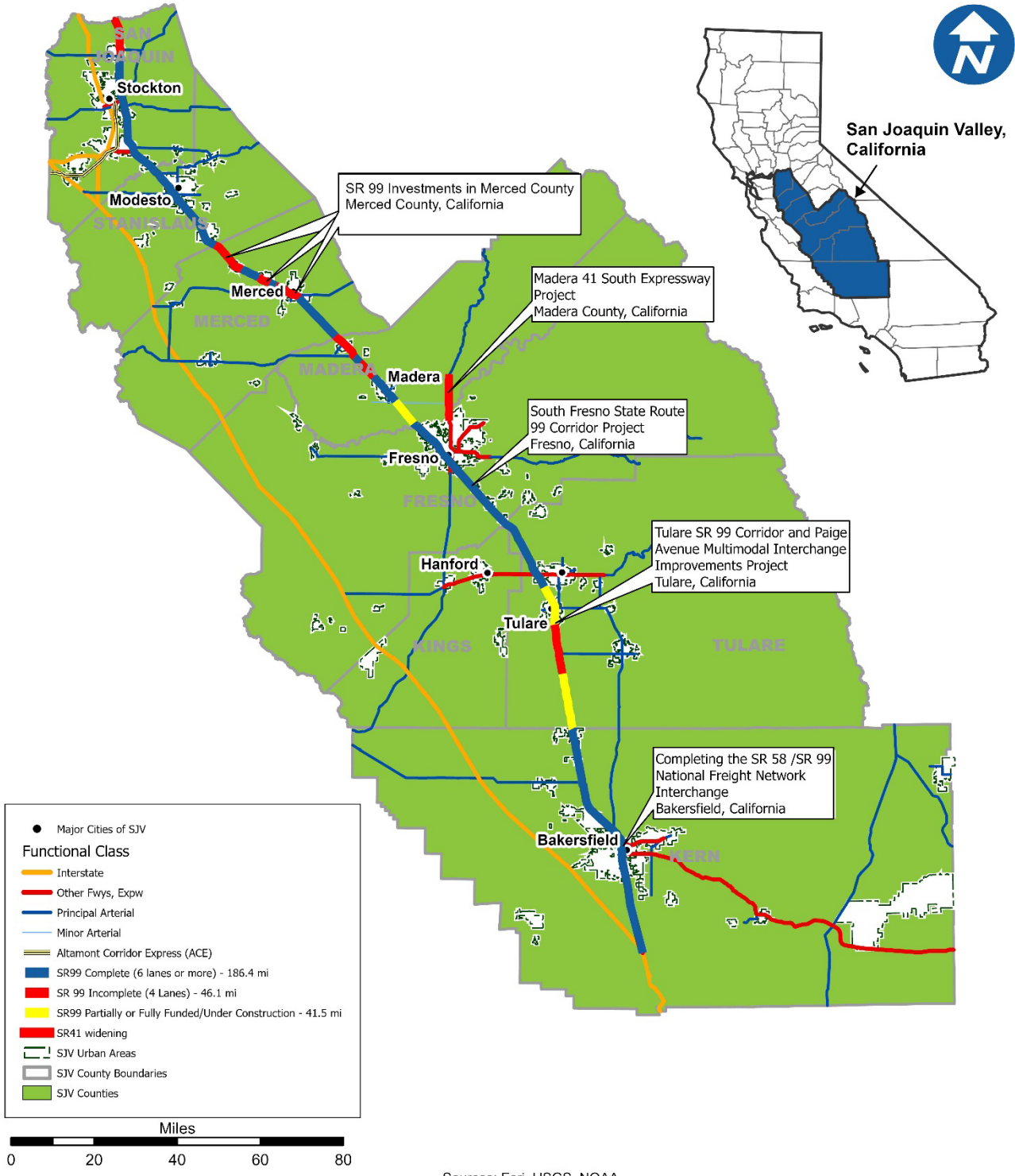
The Regional Transportation Planning Agencies are 100% united in working collaboratively with federal and state partners to prioritize investments in SR 99, ensuring safety for both goods movement and passengers and enhancing the Valley’s economic backbone. Our delegation seeks federal funding to support the planning, design, and construction of key segments and connections identified as regional priorities to modernize the SR 99 corridor.

These requests, which are essential to maintain a state of good repair and improve travel and goods movement along SR 99, are reflected in the table below on the related map on the following page.

Federal Funding Project Requests – Highway Projects

Project, Lead Agency, and Location	Pending Funding Requests
<p>Completing the SR 58/SR 99 National Freight Network Interchange to Protect Local Neighborhoods</p> <p>Kern Council of Governments Bakersfield, California</p>	<p>The Kern Council of Governments (Kern COG) has a pending request of \$25 million to the U.S. Department of Transportation (DOT) seeking assistance through the Infrastructure for Rebuilding America (INFRA) Grant Program under the Fiscal Year (FY) 2025 and 2026 Multimodal Project Discretionary Grant Opportunity (MPDG) to construct a direct connector ramp, from southbound SR 99 to westbound SR 58, completing the final missing movement to this National Highway Freight Network (NHFN) freeway to freeway interchange on the SR 58 corridor connecting Interstate (I)-40 to I-5.</p>
<p>South Fresno State Route 99 Corridor Project</p> <p>Fresno Council of Governments, Fresno, California</p>	<p>The Fresno Council of Governments (Fresno COG) has a pending request of \$25 million to DOT seeking assistance through the FY 2025 and 2026 INFRA Grant Program to replace a non-standard, split interchange at North/Cedar Avenues and a non-standard, half-interchange at American Avenue with project components to replace two aged overcrossings, realign and widen ramps, eliminate isolated ramps, install signalized intersections, provide sidewalk and bicycle facilities and electric-vehicle (EV) charging stations, install a sound barrier to mitigate traffic noise, and replace and rehabilitate existing pavement.</p>
<p>Madera 41 South Expressway Project</p> <p>Madera County, Madera County, California</p>	<p>Madera County has a pending request of \$20 million to DOT through the Rural Surface Transportation (Rural) Grant Program under the FY 2025 and 2026 MPDG to upgrade a 4.5-mile segment of SR 41 in the Central Valley from a two-lane roadway alignment to a four-lane limited access, divided expressway.</p>
<p>Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Improvements Project</p> <p>Tulare County Association of Governments and Caltrans, Tulare, California</p>	<p>The Tulare County Association of Governments (TCAG), in partnership with the California Department of Transportation (Caltrans), has a pending request of \$98 million to DOT seeking assistance through the Rural Grant Program under the FY 2025 and 2026 MPDG to improve vehicle and freight movement along State Route (SR) 99 by providing a consistent six-lane cross-section to close facility gaps.</p>
<p>Future SR 99 Investments in Merced County</p> <p>Merced County Association of Governments, Merced County, California</p>	<p>The Merced County Association of Governments (MCAG) looks forward to future discussions on potential partnerships to complete the remaining four-lane segments of SR 99 in Merced County. Located adjacent to the future California High-Speed Rail, Altamont Corridor Express, and Amtrak San Joaquins shared rail station, federal investment combined with local and state funding will be needed to ensure safe and efficient multi-modal connectivity in the region.</p>

San Joaquin Valley, California State Route Highway Projects



Air Quality



The Regional Transportation Planning Agencies and their partners seek federal support for regional efforts to reduce emissions from the transportation and agricultural sectors to improve air quality and public health outcomes throughout the San Joaquin Valley. Member agencies prioritize investments in electrification; clean vehicles, locomotives, and agricultural equipment; and expanding passenger rail service and multimodal connectivity.

Projects

- **Zero-Emission Vehicle Infrastructure** - San Joaquin Valley Air Pollution Control District (Air District) and the cities of Tracy, Buttonwillow, Kettleman City, and Visalia. The Air District and Prologis Mobility are seeking \$37.6 million from the US DOT's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program to plan and implement Zero Emission Vehicle (ZEV) infrastructure hubs in Tracy and Buttonwillow for medium- and heavy-duty vehicles. The Air District is also partnering with Greenlane Infrastructure, LLC., on a \$72.2 million CFI grant application to deploy two publicly accessible medium- and heavy-duty zero-emission vehicle charging and hydrogen fueling complexes in Kettleman City and Visalia.
- **San Joaquin Valley Locomotive Emissions Reduction Project** - SJVAPCD. The Air District has requested \$48.4 million from the FRA FY 2023 and 2024 CRISI Program to replace 15 old, high-polluting locomotives with newer, cleaner Tier 4 locomotives.
- **Heavy-Duty Vehicle Replacement** - SJVAPCD, Fresno and Stanislaus Counties. The Air District has a pending Clean Heavy-Duty Vehicles (CHDV) Grant request to the U.S. Environmental Protection Agency (EPA) seeking \$8,933,333 to replace 26 class 6/7 trucks owned and operated by fleets in Fresno and Stanislaus Counties.
- **Agricultural Burning and Equipment** - SJVAPCD. The Air District has pending requests to the USDA National Resources Conservation Service (NRCS) for \$25 million to replace high-polluting tractors with low-emission ones and another \$25 million for equipment to help farmers chip and reincorporate orchard and vineyard materials into the soil.

Policy: Working Together to Avoid Sanctions

There are ongoing concerns about the EPA's disapproval of the 2016 Ozone Plan contingency measures. The Air District and Regional Transportation Planning Agencies are working to resolve this issue, as federal funding sanctions could occur as early as November 2024 if a resolution is not attained. Sanctions could impact the ability to deliver transportation and infrastructure projects, which would work against the Biden Administration's goals of advancing transportation projects and improving air quality as authorized through the Infrastructure Investment and Jobs Act (IIJA). The cooperation of EPA and federal partners is sought to approve the 2018 PM2.5 Plan contingency measures and avoid potential impacts on project delivery. The Valley Regional Transportation Planning Agencies have identified \$4.5 billion of projects "at risk" from the possible EPA sanctions.

Rail Projects



The Regional Transportation Planning Agencies continue to work together to enhance multimodal connectivity, reduce carbon emissions, and improve air quality for Valley residents. Our delegation is prioritizing passenger rail investments that are aligned with the Administration’s policy goals for mobility, economic opportunity, sustainability, resiliency, and environmental justice.

Expanding passenger rail service and improvements to freight rail in our planning efforts are vital to supporting population growth, economic development, workforce strategies, interregional connections, and federal clean air standards compliance. We encourage lawmakers and the Administration to support the San Joaquin Valley’s regionally significant rail projects described in the table on the next page and shown on the related map.

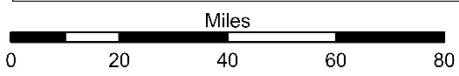
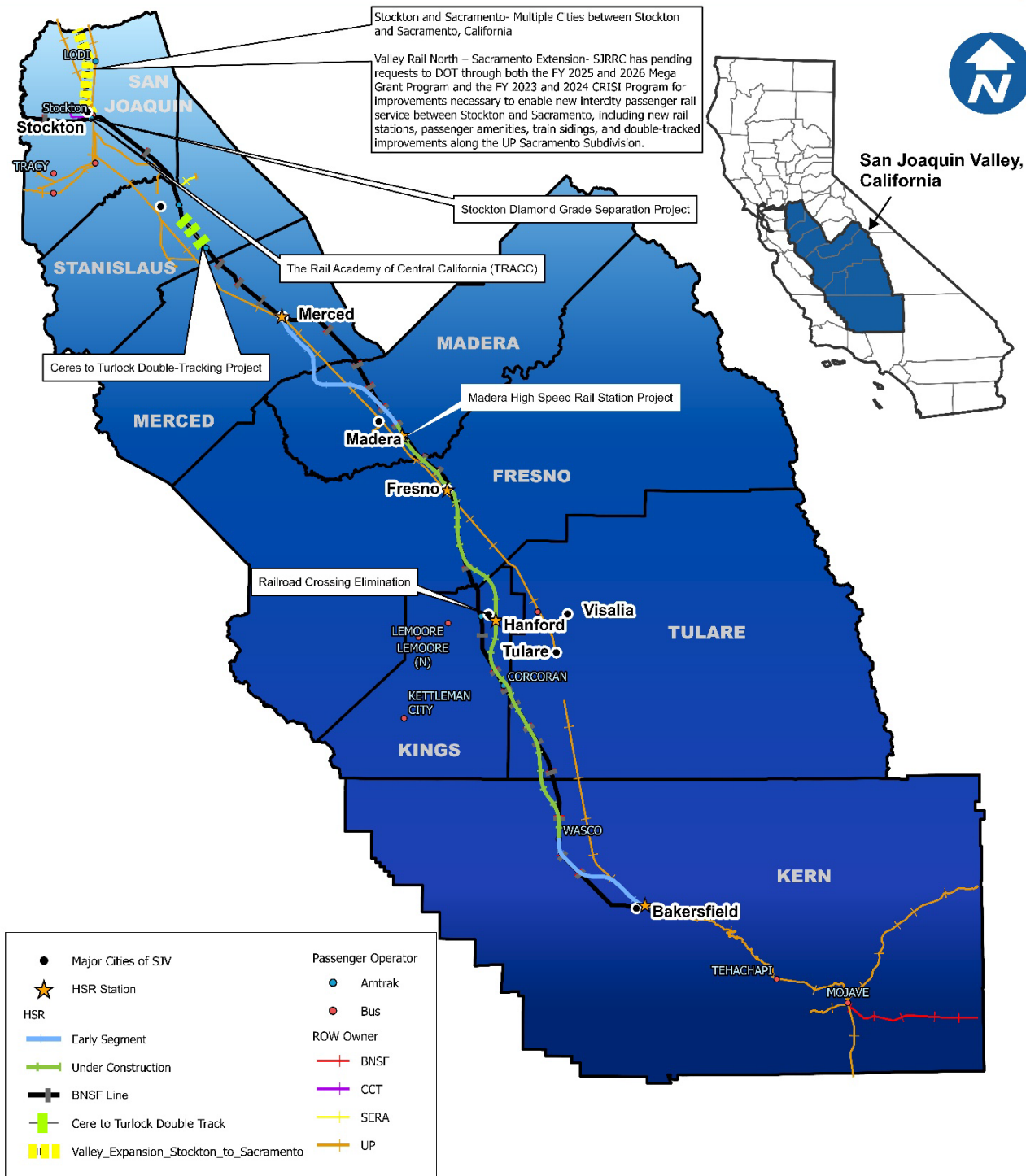
Learn more about the San Joaquin Valley’s Vision for Integrated Passenger Rail and Transit Services at the following link: <https://bit.ly/4g63L2h> or by scanning the QR Code below.



Federal Funding Project Requests – Rail Projects

Project, Lead Agency, and Location	Pending Funding Requests
<p>Grangeville Boulevard Grade Separation, City of Hanford, Kings County Association of Governments, Congressional Districts: CA-20 and CA-22</p>	<p>The City of Hanford is submitting a grant application to the Federal Railroad Administration (FRA) seeking approximately \$6 million through the FY 2023 and 2024 Railroad Crossing Elimination (RCE) Program to advance the construction of an underpass at the intersection of the Burlington Northern Sante Fe (BNSF) railway line and Grangeville Boulevard in the City of Hanford.</p>
<p>Stockton Diamond Grade Separation Project, San Joaquin Regional Rail Commission, Stockton, California</p>	<p>The San Joaquin Regional Rail Commission (SJRRRC) has a pending FY 2024 Port Infrastructure Development Program (PIDP) request to the U.S. Department of Transportation (DOT) Maritime Administration (MARAD) to construct a new grade-separated railroad crossing in downtown Stockton, routing the Union Pacific Railroad (UP) over the BNSF.</p>
<p>Ceres to Turlock Double-Tracking Project, San Joaquin Regional Rail Commission, Ceres, and Turlock, California</p>	<p>SJRRRC has a pending request to DOT seeking assistance through the INFRA Grant Program under the FY 2025 and 2026 MPDG to construct a new, second mainline track along an approximately ten-mile portion of the UP that will provide the opportunity for future extension of the Altamont Corridor Express (ACE) passenger rail service southward to the City of Turlock.</p>
<p>Madera High-Speed Rail Station Project, San Joaquin Joint Powers Authority, Madera, California</p>	<p>The San Joaquin Joint Powers Authority (SJJPA) has a pending request to DOT seeking assistance through the National Infrastructure Project Assistance (Mega) Grant Program under the FY 2025 and 2026 MPDG to construct a new station in Madera County for California’s Interim High-Speed Rail (HSR) Service between Merced and Bakersfield.</p>
<p>Valley Rail North – Sacramento Extension, San Joaquin Regional Rail Commission, Multiple Cities between Stockton and Sacramento, California</p>	<p>SJRRRC has pending requests to DOT through both the FY 2025 and 2026 Mega Grant Program and the FY 2023 and 2024 Consolidated Rail and Infrastructure and Safety Improvements (CRISI) Program for improvements necessary to enable new intercity passenger rail service between Stockton and Sacramento, including new rail stations, passenger amenities, train sidings, and double-tracked improvements along the UP Sacramento Subdivision.</p>
<p>The Rail Academy of Central California (TRACC), San Joaquin Regional Rail Commission, Stockton, California</p>	<p>SJRRRC has a pending FY 2023 and 2024 CRISI Program request to the FRA to support a strategic partnership between educational and business entities to train and place students into quality transportation-related jobs in the railroad and transit sectors.</p>

San Joaquin Valley, California Passenger Rail



Sources: Esri, USGS, NOAA

Budget and Appropriations



Programmatic Priorities

As appropriators work on FY 2025 spending bills, we urge Congress to avoid cuts to transportation programs authorized by the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA). It's important to maintain critical investments, particularly in the FY 2025 Transportation, Housing, and Urban Development (T-HUD) spending bill, as discretionary grant programs are vital for our ongoing work to enhance mobility, safety, goods movement, transit, and air quality in the Central Valley. Cuts would impact our ability to fully realize the potential of federal investments in our regional infrastructure. We also oppose any legislative efforts to rescind previously awarded federal grants supporting transportation projects, which would thus also benefit the local communities and workforce of the San Joaquin Valley.

Project Priorities

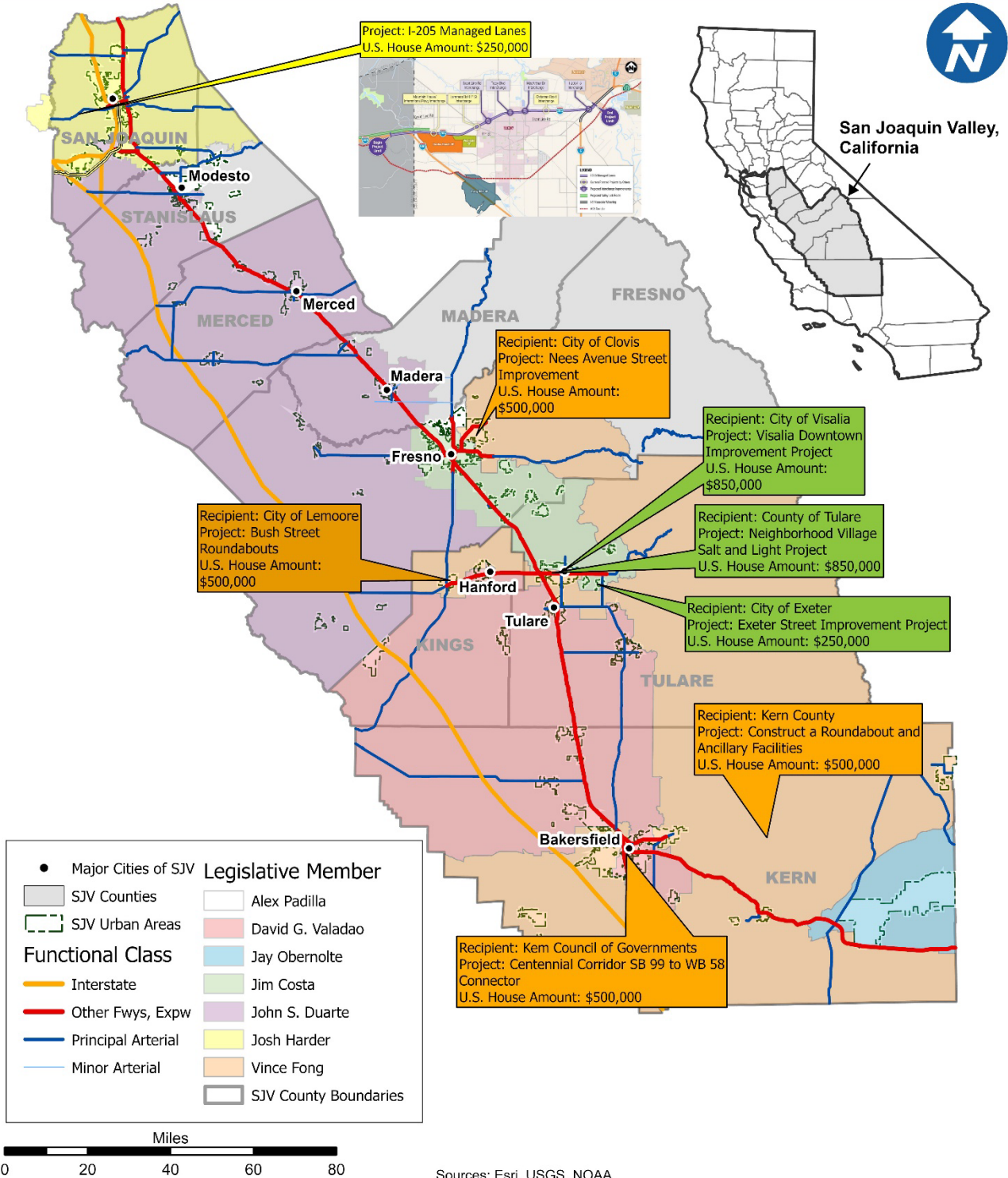
As negotiations for FY 2025 spending bills progress, we urge lawmakers to maintain the Community Project Funding and Congressionally Directed Spending requests submitted by our San Joaquin Valley Congressional delegation. Details are included in the table on the next page and highlighted on the related map.

Project Priorities Table

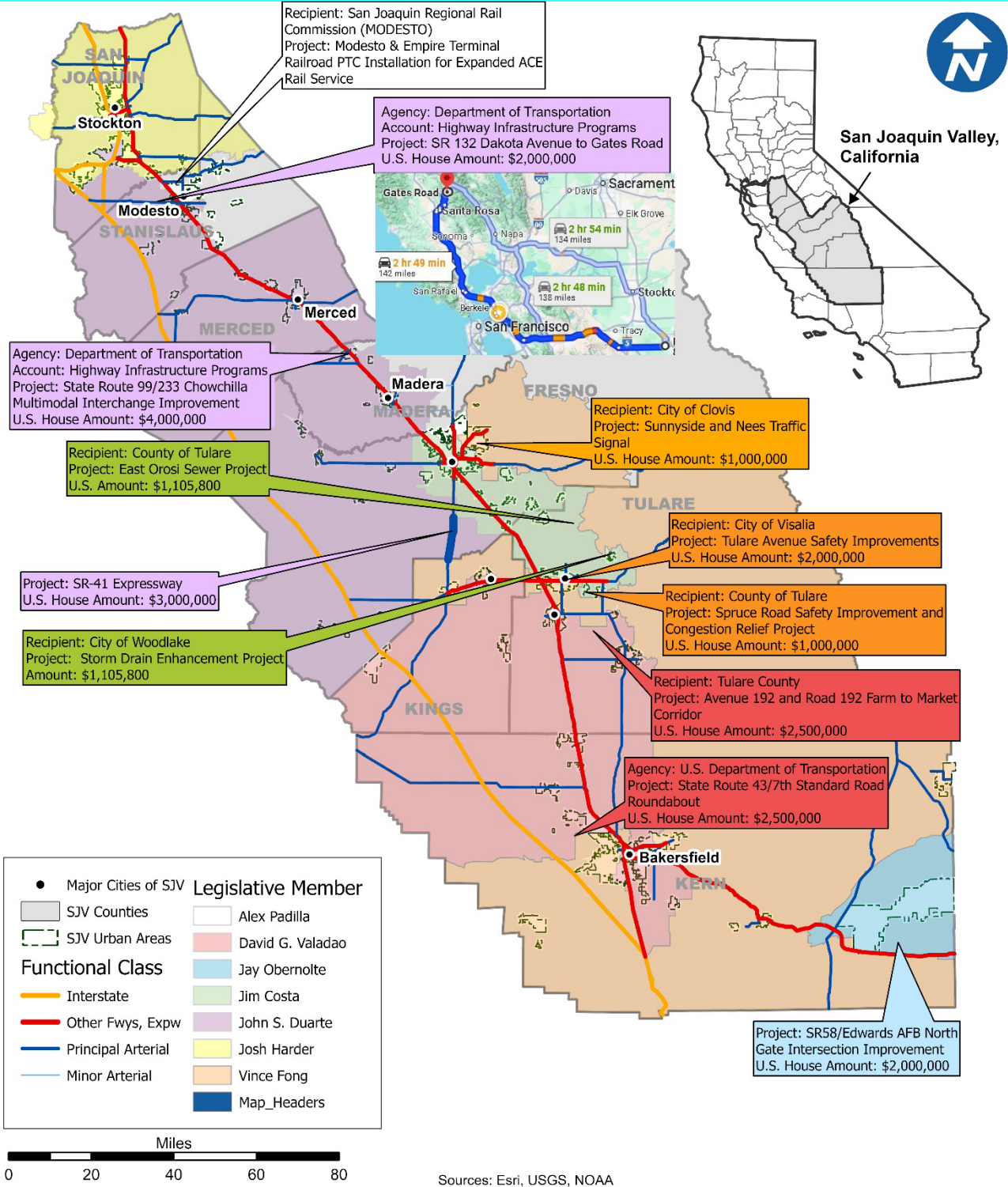
Senator/ Congressman	Agency	Account	Recipient	Project	Location	Amount	Requestor
Senator Alex Padilla	Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements	San Joaquin Regional Rail Commission	Modesto & Empire Terminal Railroad PTC Installation for Expanded ACE Rail Service	CA	\$2,900,000	Padilla
Congressman Jim Costa	Department of Housing and Urban Development	Economic Development Initiatives	City of Visalia	Visalia Downtown Improvement Project	CA	\$850,000	Costa
	Department of Housing and Urban Development	Economic Development Initiatives	City of Exeter	Exeter Street Improvement Project	CA	\$250,000	Costa
	Department of Housing and Urban Development	Economic Development Initiatives	County of Tulare	Neighborhood Village Salt and Light Project	CA	\$850,000	Costa
	Environmental Protection Agency	STAG-Clean Water State Revolving Fund	County of Tulare	East Orosi Sewer Project	CA	\$1,105,800	Costa
	Environmental Protection Agency	STAG-Clean Water State Revolving Fund	City of Woodlake	Storm Drain Enhancement Project	CA	\$1,105,800	Costa
Congressman John Duarte	Department of Transportation	Highway Infrastructure Programs	CA	SR 132 Dakota Avenue to Gates Road	CA	\$2,000,000	Duarte
	Department of Transportation	Highway Infrastructure Programs	CA	SR-41 Expressway	CA	\$3,000,000	Duarte
	Department of Transportation	Highway Infrastructure Programs	CA	State Route 99/233 Chowchilla Multimodal Interchange Improvement	CA	\$4,000,000	Duarte
Congressman Vince Fong	Department of Housing and Urban Development	Economic Development Initiative	Kern Council of Governments	Construct a Roundabout and Ancillary Facilities	CA	\$500,000	Fong
	Department of Housing and Urban Development	Economic Development Initiative	Kern Council of Governments	Centennial Corridor SB 99 to WB 58 Connector	CA	\$500,000	Fong
	Department of Housing and Urban Development	Economic Development Initiative	City of Clovis	Nees Avenue Street Improvement	CA	\$500,000	Fong
	Department of Housing and Urban Development	Economic Development Initiative	City of Clovis	Sunnyside and Nees Traffic Signal	CA	\$1,000,000	Fong
	Department of Housing and Urban Development	Economic Development Initiatives	County of Tulare	Spruce Road Safety Improvement and Congestion Relief Project	CA	\$1,000,000	Fong
	Department of Housing and Urban Development	Economic Development Initiatives	City of Visalia	Tulare Avenue Safety Improvements	CA	\$2,000,000	Fong
	Department of Housing and Urban Development	Economic Development Initiatives	City of Lemoore	Bush Street Roundabouts	CA	\$500,000	Fong
Congressman Josh Harder	Department of Transportation	Highway Infrastructure Programs	CA	I-205 Managed Lanes	CA	\$250,000	Harder
Congressman Jay Obernolte	U.S. Department of Transportation	Highway Infrastructure Programs	CA	SR58/Edwards AFB North Gate Intersection Improvement	CA	\$2,000,000	Obernolte
Congressman David Valadao	U.S. Department of Transportation	Highway Infrastructure Programs	CA	State Route 43/7th Standard Road Roundabout	CA	\$2,500,000	Valadao
	Department of Transportation	Highway Infrastructure Programs	CA	Avenue 192 and Road 192 Farm to Market Corridor	CA	\$2,500,000	Valadao

San Joaquin Valley, California

Legislative State Route Highway Projects (under \$1,000,000)



San Joaquin Valley, California Legislative State Route Highway Projects (\$1,000,000+)



IIJA/IRA Implementation



Lawmakers must hold states accountable throughout the implementation of the IIJA and IRA, ensuring that state governments appropriately coordinate with regional or local government partners and distribute federal resources as required by the law and intended by its spirit.

As the Administration continues to focus on improving safety outcomes as its top policy priority, we ask our federal and state partners to recognize that allowing additional highway and road capacity improvements throughout the Valley, where improvements have lagged for decades, is critical to helping to prevent crashes, injuries, and fatalities, especially on aging two-lane facilities in our most disadvantaged communities.

Reauthorization Principles



Ensuring the Solvency of the Highway Trust Fund

As Congress discusses reauthorization, we urge our Members to find stable funding for the Highway Trust Fund, such as raising federal fuel taxes or introducing new taxes/fees on electric vehicles, commercial trucks, and Vehicle Miles Traveled. Acknowledging the fiscal impacts on our low-income rural residents, including essential farmworkers, we encourage lawmakers to consider special programs that counteract increased costs for rural disadvantaged drivers in the Valley, where residents and their families may need to travel long distances for basic trips such as work, education, and medical services.

Prioritizing Regional and Local Funding

Regional governments, including councils and planning organizations, are uniquely positioned to work with federal, state, and local entities to plan and implement infrastructure projects, striving for equitable distribution of funds and representation of diverse communities. We urge lawmakers to allocate a greater share of federal formula funds for programs such as the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and the Metropolitan Planning (PL) Program directly to regional and local governments to maximize federal funding for impactful projects and services. We also urge lawmakers to expand eligibility for regional councils and MPOs across the full spectrum of discretionary and competitive funding opportunities.

Maintaining a State of Good Repair

In October 2023, a CBO report found that state and local governments spent \$180 billion on highways in 2022, three times the federal government's spending. This accounted for 0.71% of GDP. The report also highlighted that operations and maintenance comprised 57% of state and local spending. We encourage federal lawmakers to prioritize funding programs for maintaining highways in good repair in the next reauthorization.



Reauthorization OR Farm Bill Principles

Farm-to-Market Routes

The Regional Transportation Planning Agencies support federal funding, specifically through a set aside in the next Farm Bill or surface transportation reauthorization, for maintaining critical farm-to-market routes subject to heavy truck traffic carrying agricultural products. Trucks hauling dairy can weigh up to 80,000 pounds each, putting immense stress on roadway and bridge infrastructure and costing local governments throughout the region significant maintenance expenses.

While the U.S. Department of Agriculture (USDA) Office of Rural Development (RD) administers grants to support public facilities and infrastructure improvements, the federal award size and share are often insufficient to address these specific infrastructure needs in our local communities. Additionally, those commercial trucks bringing food to market often traverse exurban and suburban communities with populations greater than 20,000 people in route to ultimate destinations. Still, the small rural communities along the way are not the beneficiaries of the goods movement and, in fact, suffer from the deterioration of local roads.

Potential solutions include creating a new grant program to be administered by either the U.S. Department of Transportation (DOT) or USDA for this sole purpose, creating a formula set aside for local corridors to be designated under existing transportation programs, or increasing the maximum grant award and federal share and expanding eligibility for RD programs administered by USDA. Any of these changes can help remove barriers and better enable the Regional Transportation Planning Agencies to overcome challenges associated with seeking federal resources to help maintain farm-to-market routes locally.

2024 Valley Voice DC Delegation

Fresno County Representatives

Gary Yep, Councilmember

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**Brenda Thomas, Administrative Services Manager and
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San Joaquin Joint Powers Authority

Michael Hanebutt, Senior Planner

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AGENDA
(as of 09/09/2024)

Tuesday
September 10, 2024

- 8:30 a.m. Breakfast Briefing
Hyatt Regency Hotel
Second Floor – Yellowstone/Everglades Room
400 New Jersey Avenue NW
Washington, DC 20001
- 10:00 a.m. Travel to the White House
1650 17th St NW, Washington, DC 20006
- 10:30 a.m. Security Check at the White House
- 11:00 a.m. The White House
Office of Intergovernmental Affairs
Stephanie Sykes, Special Assistant to the President
Rick Hart, Advisor
Infrastructure Implementation Team
Minelly De Coo, Special Assistant to the President
John Lucey, Senior Advisor
Amar Bhardwaj, Policy Advisor
1650 17th St NW, Washington, DC 20006
Contact: Rick Hart, Advisor
- 11:45 a.m. Travel to Capitol Hill (Hart Senate Office Building or Rayburn Cafeteria)

- 12:00 p.m. Photo Opportunity with Senator Laphonza Butler
Optional 902 Hart Senate Office Building
120 Constitution Avenue NE
- 12:00 p.m. Lunch in the Rayburn House Office Building Cafeteria (Basement Level)
Optional 45 Independence Avenue SW
- 1:00 – 3:00 p.m. Ice Cream Social
Rayburn House Office Building (Foyer)
45 Independence Avenue SW
- 2:45 p.m. Travel to U.S. Capitol Building – Capitol Visitors Center
Room HC-8
First Street SE, Washington, DC, 20515
- 3:00 p.m. Security Check at U.S. Capitol Building – Capitol Visitors Center
- Upon arrival, please proceed to the Capitol Visitor Center (CVC) located beneath the Capitol's east-facing side. Once inside the CVC, turn left. You will find the House appointments desk on the south wall. There are two locations for this desk: one on the main floor and another one located downstairs via the escalators. Please check in under "Valley Voice," and the staff will guide you to your designated room.
- 3:15 p.m. Congressman Jim Costa
Contact: Wade Roberge, Legislative Aide/Scheduler
- 6:30 p.m. Group Dinner
Fogo de Chao
1101 Pennsylvania Avenue NW

Wednesday,
September 11, 2024

- 9:00 a.m. Travel to U.S. Capitol Building – Capitol Visitors Center
Room HC-8
First Street SE, Washington, DC, 20515
- 9:30 a.m. Security Check at U.S. Capitol Building – Capitol Visitors Center
- Upon arrival, please proceed to the Capitol Visitor Center (CVC) located beneath the Capitol's east-facing side. Once inside the CVC, turn left. You will find the House appointments desk on the south wall. There are two locations for this desk: one on the main floor and another one located downstairs via the escalators. Please check in under "Valley Voice," and the staff will guide you to your designated room.
- 10:00 a.m. Daily Morning Briefing
- 10:30 a.m. Congressman David Valadao

- Contact: Paola Arellano, Director of Operations
- 10:45 a.m. Congressman Josh Harder
Contact: Mana Shooshtari, Scheduler
- 11:00 a.m. Office of Senator Laphonza Butler
Maria Martirosyan, Policy Advisor for Transportation/Infrastructure
Contact: Maria Martirosyan Issakhanian, Policy Advisor
- 11:30 a.m. Travel to U.S. Department of Transportation
1200 New Jersey Avenue, SE Washington, DC 20590
- 11:45 a.m. Security Check at U.S. Department of Transportation
- 12:00 p.m. U.S. Department of Transportation
Office of the Secretary Office of Government Affairs
Evan Wessel, Deputy Assistant Secretary
1200 New Jersey Avenue, SE Washington, DC 20590
Contact: Francisco Aponte, Administrative Support Specialist
- 1:00 p.m. Travel to U.S. Capitol Building – Capitol Visitors Center
Room HC-8
First Street SE, Washington, DC, 20515
- 1:15 p.m. Security Check at U.S. Capitol Building – Capitol Visitors Center
- Upon arrival, please proceed to the Capitol Visitor Center (CVC) located beneath the Capitol's east-facing side. Once inside the CVC, turn left. You will find the House appointments desk on the south wall. There are two locations for this desk: one on the main floor and another one located downstairs via the escalators. Please check in under "Valley Voice," and the staff will guide you to your designated room.
- 1:30 p.m. Congressman Vince Fong
Contact: Ashley Lebda, Scheduler
- 1:45 p.m. Congressman John Duarte
Contact: Jack Waguespack, Director of Operations
- 2:30 p.m. Office of Congressman Jay Obernolte
Will Burns, Military Legislative Assistant
Contact: Will Burns, Military LA
- 3:00 p.m. Congressman Tom McClintock
Contact: Thomas Young, Scheduler
- 3:30 p.m. Travel to 331 Hart Senate Office Building
120 Constitution Avenue NE

3:45 p.m. Security Check at Hart Senate Office Building

4:00 p.m. Senator Alex Padilla
Angela Ebner, Policy Advisor
Jacob Huls, Policy Advisor
331 Hart Senate Office Building
120 Constitution Avenue NE
Contact: Aidan Camas, Acting Scheduling Director



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 5-B

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Update – 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is Madera County's long-term vision for transportation priorities and investments. The RTP/SCS identifies priority transportation improvements throughout the region, which will help create more connected and vibrant communities throughout Madera County. This planning process also includes creating an SCS, which identifies the region's preferred approach to reducing greenhouse gas emissions.

As part of its 2026 RTP/SCS, the Madera County Transportation Commission (MCTC) will conduct outreach to help shape the future of our county's transportation network. Those interested will have multiple opportunities to provide input as the RTP/SCS is developed. Robust participation will ensure that the plan truly reflects the community's needs and desires. Participants will help create a transportation system that is safer, more efficient, accessible, and tailored to local preferences.

MCTC has developed an SCS Outreach Plan (<https://www.maderactc.org/transportation/page/2026-madera-county-regional-transportation-plan-and-sustainable-communities>) detailing the goals and objectives for outreach, anticipated engagement partners, outreach methods and tactics, and proposed timeline for outreach activities throughout the RTP/SCS development.

Using feedback received during outreach and local planning documents, like general plans, the RTP/SCS will develop and analyze different scenarios for consideration. Community focused engagement with communities will occur in spring 2026 for feedback on the SCS scenarios to identify the public's preferred plan scenario. It will then be integrated into the draft RTP/SCS and go before the Board for their consideration.

Staff have prepared a survey to gain feedback on what people feel are the most important priorities for the communities in Madera County. Participation will help ensure that the plan can reflect the community's values and priorities. The survey can be accessed by visiting the 2026 RTP/SCS webpage at <https://www.maderactc.org/transportation/page/2026-madera-county-regional-transportation-plan-and-sustainable-communities> or by scanning the QR code below:



***Madera County Transportation Commission
2026 Sustainable Communities Strategy Survey***

MCTC staff are currently attending community events to speak with residents about the plan and get their feedback. Interested individuals can speak with MCTC staff at these events by visiting a pop-up event booth at:

- Madera District Fair - September 5 - 8
- Madera Booths in the Park - September 28
- Oakhurst Fall Festival - October 11 - 13
- Guelaguetza de Madera - October 13
- Madera Pomegranate Festival - November 2

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

Plan Regional de Transporte 2026 y Estrategia de Comunidades Sostenibles (RTP/SCS)

Resumen

Como parte del Plan de Transporte Regional 2026 y Estrategia de Comunidades Sostenibles (RTP/SCS), la Comisión de Transporte del Condado de Madera (MCTC) solicita su opinión para dar forma al futuro del Condado de Madera. Su opinión tendrá un gran impacto en el marco de planificación.

Desarrollado con sus comentarios, el RTP/SCS es la visión a largo plazo del condado de Madera que prioriza inversiones de transporte. Este proceso de planificación también incluye la creación de un SCS, que identifica el enfoque preferido de la región para reducir las emisiones de gases de efecto invernadero a través de la planificación integrada del transporte y el ordenamiento territorial.

¡Necesitamos su opinión!

Queremos conocer sus comentarios sobre lo que usted considera que son las prioridades más importantes para las comunidades del condado de Madera. Su participación activa garantizará que el plan refleje verdaderamente los valores y las prioridades de la comunidad. Al brindar su opinión, usted contribuye a construir un condado de Madera saludable, conectado y vibrante.

¡Comparta sus opiniones!

Para compartir sus opiniones y sugerencias sobre el RTP/SCS, puede participar en eventos emergentes y acceder a nuestra encuesta en línea.

Escanee el código QR para acceder a la encuesta

¡Visite nuestro sitio web exclusivo, maderactc.org, para obtener detalles sobre el plan y enviar sus comentarios hoy!



Cronograma para recopilar comentarios

OTOÑO 2024

Obtenga comentarios de la comunidad sobre los valores y prioridades más importantes del condado de Madera

OTOÑO/INVIERNO 2025

Presentar escenarios de SCS para obtener comentarios de la comunidad

PRIMAVERA 2026+

Finalizar el RTP/SCS 2026 basándose en los comentarios del público



¡Síguenos!



Madera CTC



maderactc.org

2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Overview

As part of its 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), the Madera County Transportation Commission (MCTC) seeks your input to shape the future of Madera County. Your input will have a significant impact on the planning framework.

Developed with your input, the RTP/SCS is Madera County’s long-term vision for transportation priorities and investments. This planning process also includes creating an SCS, which identifies the region’s preferred approach to reducing greenhouse gas emissions through integrated transportation and land use planning.

We Need Your Feedback!

We want your feedback on what you think are the most important priorities to the communities in Madera County. Your active participation will ensure that the plan truly reflects the community’s values and priorities. By providing your input, you help contribute to building a healthy, connected and vibrant Madera County.

Share Your Thoughts!

To share your thoughts and suggestions on the RTP/SCS, you can participate in pop-up events and access our online survey.

Scan the QR Code to access the survey

Visit our dedicated website, maderactc.org, for details about the plan and to submit your comments today!



Feedback Timeline

- **FALL 2024**
Obtain community feedback on the most important values and priorities in Madera County
- **FALL/WINTER 2025**
Present draft SCS scenarios for community feedback
- **SPRING 2026+**
Finalize draft 2026 RTP/SCS based on public feedback



Follow Us!




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STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 5-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Draft CalVans Joint Powers Authority Agreement Revision

Enclosure: Yes

Action: Information and Discussion Only

BACKGROUND:

The CalVans Joint Powers Authority Agreement has been revised and has been provided in draft format for review and circulation. CalVans is a Joint Powers Authority public transportation agency, sponsored by the California Vanpool Authority. It comprises several local transportation planning agencies, including MCTC, each of which has a representative appointed to the CalVans Board to represent their respective areas.

SUMMARY:

CalVans has expressed a desire to revise the CalVans Joint Powers Authority Agreement, which has remained unchanged since its inception in 2011. A draft agreement was provided for circulation and review in April 2024. Since then, the draft agreement has undergone several revisions and CalVans is requesting acceptance after circulation and final review by the member agencies. After review, a final draft will be presented to the MCTC Policy Board for adoption at a future date.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

**AMENDED AND RESTATED
AGREEMENT TO FORM JOINT POWERS AUTHORITY**

by and between the

Association of Monterey Bay Area Governments
Fresno Council of Governments
Imperial County Transportation Commission
Madera County Transportation Commission
Merced County Association of Governments
Riverside County Transportation Commission
San Joaquin Council of Governments
Santa Barbara County Association of Governments
Stanislaus Council of Governments
Tulare County Association of Governments
Ventura County Transportation Commission

Effective: _____, 2024

**AMENDED AND RESTATED
AGREEMENT TO FORM JOINT POWERS AUTHORITY**

THIS AMENDED AND RESTATED AGREEMENT TO FORM JOINT POWERS AUTHORITY (“Agreement”) is made effective this ____ day of _____, 2024, by and between the ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS, FRESNO COUNCIL OF GOVERNMENTS, IMPERIAL COUNTY TRANSPORTATION COMMISSION, MADERA COUNTY TRANSPORTATION COMMISSION, MERCED COUNTY ASSOCIATION OF GOVERNMENTS, RIVERSIDE COUNTY TRANSPORTATION COMMISSION, SAN JOAQUIN COUNCIL OF GOVERNMENTS, SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS, STANISLAUS COUNCIL OF GOVERNMENTS, TULARE COUNTY ASSOCIATION OF GOVERNMENTS and VENTURA COUNTY TRANSPORTATION COMMISSION (hereinafter sometimes referred to individually as “Member Agency” and collectively as “Member Agencies”).

W I T N E S S E T H:

WHEREAS, each Member Agency has an interest in and is authorized to operate vanpool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans and other related purposes; and

WHEREAS, Federal Transit Administration and State matching funds provided for the establishment of the “RideShare” and “Agricultural Industries Transportation Services” demonstration programs to help workers have an efficient and safe means of commuting to work within the southern San Joaquin Valley; and

WHEREAS, pursuant to the Joint Exercise of Powers Act, found in California Government Code Sections 6500 *et seq.*, the Member Agencies identified herein, and Kings County formed a joint powers authority as an entity that will allow them to share resources in order to further their common interest in or about public vanpool and rideshare service for greenhouse gas and vehicle miles travelled mitigation; and

WHEREAS, the Member Agencies identified herein desire to share resources in order to continue their above-described interest by operating a public entity to handle such matters in locations and jurisdictions collectively agreed to by the Member Agencies; and

WHEREAS, the Joint Exercise of Powers Act, found in California Government Code Sections 6500 *et seq.*, authorizes the Member Agencies to form and operate a joint powers authority as an entity that will allow them to share resources in order to further their common interest,

WHEREAS, in or about July 24, 2023, Kings County Association of Governments withdrew from the Authority; and

NOW, THEREFORE, the Member Agencies agree as set forth below.

Article I

General Provisions

1. Name.

The legal name of the joint powers authority shall be the “California Vanpool Authority,” which shall also be known as “CalVans” (hereinafter called “Transit Authority”).

2. Boundaries.

The boundaries of the Transit Authority shall be the same as the collective geographic boundaries of the Member Agencies, however, nothing herein shall prevent or prohibit the Transit Authority from operating or providing its services outside of Transit Authority boundaries.

3. Purposes and Functions.

The purposes and functions of the Transit Authority shall be to operate vanpool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans, and other related purposes as determined from time to time by the Member Agencies.

4. General Powers.

The Transit Authority shall have such powers as may be necessary for the accomplishment of the purposes and functions described above in Section 3 of Article I of this Agreement and as may be determined from time to time by the Member Agencies, including, but not limited to, the power in its own name to make and enter into contracts in its own name; to contract with Member Agencies; to acquire and maintain insurance of all types; to employ agents and employees; to acquire, lease, construct, manage, maintain and operate any real property including building, works or improvements; to acquire, lease, hold or dispose of any personal

property; to accept, hold, invest (pursuant to law, including, without limitation, California Government Code Section 6509.5), manage, and expend monies; to incur debts, liabilities or obligations; to obtain and secure funding from all available public and private sources, including local, state and federal government, including but not limited to, lease purchase agreements, public grants, private contributions, public and private loans, and other funds; and to sue and be sued in its own name. The Transit Authority may accept grants, gifts, donations of monies, equipment, vehicles or personal property, and other monies made in the public interest to carry out the purposes and functions as provided in this Agreement. To the extent budgeted, and as provided by law, the Board is authorized to pay expenses reasonably and necessarily incurred in the conduct of business, including travel expenses to attend meetings and conferences relating to the business of the Transit Authority. The Transit Authority may, but shall not be required to, adopt written policies and procedures by Majority Vote of the Board of Directors related to exercising its General Powers. Such written policies and procedures, if any, shall not conflict with this Agreement, as may be amended from time to time.

5. Limitations.

Pursuant to California Government Code Section 6509, the powers of the Transit Authority are subject to the restrictions upon the manner of exercising such powers of one of the Member Agencies so designated, the designee to be determined by the Board of Directors from time to time (“Host County”), which is a transportation planning agency as defined in paragraph (a) of California Public Utilities Code Section 99214 and paragraph (b) of California Government Code Section 29532 and, therefore, governed by California Public Utilities Code Sections 99200 through 99420, or any statutes superseding the same.

6. Separate Legal Entity.

The Transit Authority shall be a public entity duly formed under the laws of the State of California. It shall be a legal entity that is separate and distinct from Member Agencies. The debts, liabilities, and obligations of the Transit Authority shall be the sole responsibility of the Transit Authority and not of its officers, employees, agents or Member Agencies.

7. Term.

This Agreement will continue in full force and effect and the Transit Authority will continue to exist as a separate entity, until such time as this Agreement is rescinded or terminated by a vote in accordance with Section 7 of Article II of this Agreement.

Article II
Organization

1. Board of Directors.

The powers of the Transit Authority are vested in its Board of Directors (“Board”). The Board shall be composed of representatives from the Member Agencies. Each Member Agency shall appoint one voting member of the Board and one alternate member. Each appointed and alternate Board member shall serve at the pleasure of the Member Agency. Each Member Agency shall have one vote. Each Member Agency shall notify the Transit Authority in writing upon making an appointment or change thereof.

2. Officers.

The officers of the Transit Authority shall be elected, appointed and serve as hereinafter set forth.

- (a) The Chair of the Board shall be elected at the first meeting of the Board. Thereafter, the Chair of the Board shall be elected annually at the last regular meeting in each calendar year and shall begin serving as Chair at the first regular meeting in the next calendar year. Any vacancy in the office of Chair shall be filled at the next regular meeting of the Board. Any member of the Board may be authorized to represent the Board upon approval by the Board.
- (b) The Vice Chair of the Board shall be elected at the first meeting of the Board. Thereafter, the Vice Chair of the Board shall be elected annually at the last regular meeting in each calendar year and shall begin serving as Vice Chair at the first regular meeting in the next calendar year. Any vacancy in the office of Vice Chair shall be filled at the next regular meeting of the Board. The Vice-Chair will have all the powers and act in the place of the Chair in the absence of the Chair.
- (c) The Executive Director of the Transit Authority shall serve as Secretary. The Secretary will keep a public record of the Board’s resolutions, transactions, findings, and determinations, and the preparation of minutes of every meeting. The Executive Director shall also fulfill all other tasks that may be determined from time to time by the Board.

(d) The Board may, by resolution, appoint any other officers as they may deem appropriate from time to time, including but not necessarily limited to a Chief Operating Officer and Chief Finance Officer. Such additional officers shall fulfill all other tasks and duties as may be determined from time to time by the Board.

3. Quorum.

A simple majority of the Board must be present to constitute a quorum for action on the business of the Board.

4. Ex Officio Members.

The California Department of Transportation and the San Joaquin Valley Air Pollution Control District may each designate one non-voting representative to serve as an ex officio member of the Board.

5. Meetings.

The Board shall by resolution establish the date, time, and place for regular meetings. Special meetings may be called by either the Chair of the Board or the Executive Director and as otherwise allowed by law. All meetings of the Board shall be in conformance with the Ralph M. Brown Act (California Government Code Sections 64950, *et seq.*), as will meetings of its committees, if any, to the extent required by law. The Board may hold meetings in any fashion and utilizing any technology, including but not limited to telephone, video conference, or other permissible technology under the Ralph M. Brown Act. The Board of Directors may establish from time-to-time compensation, reimbursement or a fee to be paid to those Directors who appear at any meeting of the Board or any committee.

6. Executive Director.

The Board shall appoint an Executive Director (hereinafter referred to as “Executive Director”), who shall be charged with managing the operations of the Transit Authority, subject to the authority and direction of the Board.

7. Voting.

Except as otherwise specified herein, all actions, decisions, resolutions, rules, and minute orders of the Board shall be approved by a majority vote of the Board members present at any meeting at which a quorum, meaning a simple majority of the Board, is present.

8. Supermajority Vote.

Notwithstanding Article II, Section 7, the following matters require a Supermajority Vote. A Supermajority Vote means 2/3 vote of the Board members present at any meeting at which a quorum is present:

- The borrowing of funds or otherwise incurring any debt on behalf of the Transit Authority in the amount prescribed by the Federal Davis Bacon Act, or other applicable federal, state or local law; or otherwise outside the everyday operations of the Transit Agency.
- Voluntarily permitting a lien to be placed on any equipment, assets, or property of the Transit Authority.

9. Bylaws.

The Board may adopt, by resolution, bylaws or rules of procedure to govern the organization and operations of the Board and the Transit Authority and to govern the conduct of the Board's meetings. The bylaws may include rules for the establishment of committees of the Board and may also provide for the establishment of a technical advisory committee to provide program recommendations to the Board. Any bylaws adopted by the Board shall be approved by a unanimous vote of the entire Board.

10. Committees.

Notwithstanding Article II, Section 9 above, The Board of Directors may establish, from time to time, an Executive Committee, a Legislative Committee, and a Nominating Committee. These committees may be established by a majority vote of the Board, and any rules, procedures, and direction shall be provided by the Board to such committees.

Article III

Finances

1. Contributions, Payments, and Advances.

As allowed by California Government Code Section 6504, funding for the Transit Authority may include, but shall not be limited to, the following:

- (a) Contributions may be made from the treasuries of one or more of the Member Agencies for the purposes outlined in this Agreement;
- (b) Payments may be made directly by one or more of the Member Agencies to defray the costs of achieving the purposes of the Transit Authority;

- (c) Member Agencies may contract with or assist the Transit Authority with obtaining federal, state, or other public funds or payments, as may be available;
- (d) Public funds may be advanced by one or more Member Agencies, with the understanding that such advances will be repaid as provided in this Agreement; and
- (e) Personnel, technology, equipment or property of one or more of the Member Agencies may be used in lieu of other contributions or advances.

Any advance made in accordance with paragraph (c) of this Section 1 shall be repaid in the manner agreed to by the advancing Member Agency and the Board, at the time the advance is made. Nothing herein shall prohibit the receipt or acceptance of donations by or from non-Member Agencies as determined from time to time by the Board.

2. Limitation of Financial Commitment.

The Board shall not obligate the Transit Authority to expenditures of funds not appropriated by the legislative bodies of the Member Agencies or received directly from the State or federal government.

3. Approval of Funding Applications.

The Transit Authority shall receive approval from a Member Agency prior to applying for federal, state or local funds within the jurisdiction of said Member Agency.

4. Treasurer.

Pursuant to California Government Code Section 6505.5, the Transit Authority designates the Treasurer of **Tulare** to be the depository and have custody of all money of the Transit Authority, from whatever source. The Treasurer of the County of **Tulare** shall comply with the provisions of paragraphs (a) through (e) of Government Code Section 6505.5 and otherwise act in accordance with Government Code Section 6505.5 and other applicable law. The **Tulare** County Board of Supervisors shall determine the charges to be made against the Transit Authority for the services rendered by its Treasurer.

5. Auditor.

The Auditor shall draw warrants to pay demands against the Transit Authority when approved by the Treasurer. The Transit Authority shall use the Auditor of the County of **Tulare**, who shall comply with all of the applicable provisions of California Government Code Section 6505.5. The Auditor shall provide for strict accountability of all funds and report all

receipts and disbursements pursuant to California Government Code Section 6505. The **Tulare** County Board of Supervisors shall determine the charges to be made against the Transit Authority for the services rendered by its Auditor.

6. Budget.

The Board shall adopt a budget no later than sixty (60) days after the first meeting of the Board, and no later than June 30th of each year thereafter. Each budget shall be adopted by a majority vote of the entire Board.

7. Disposition of Assets.

Upon termination of this Agreement, after the payment of all obligations of the Transit Authority, any surplus money or other assets remaining shall be distributed to the Member Agencies in proportion to the contributions made.

8. Liability of Transit Authority.

Funds of the Transit Authority shall be used to defend, indemnify, and hold harmless the Transit Authority, any Member Agency, any member of the Board or alternate, and any employee or officer of the Transit Authority for their actions taken within the scope of their duties while acting on behalf of the Transit Authority.

9. Liability of Individuals.

All of the privileges and immunities from liability, exemptions from laws, ordinances, and rules, all pension, relief, disability, workmen's compensation, and other benefits that apply to the activity of officers, agents, or employees of any such public agency when performing their respective functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties extraterritorially for the Transit Authority.

10. Transit Equipment.

At the option of the Board, California Government Code Section 6518 shall apply to the Transit Authority.

11. Audit.

To the extent required by law, the Transit Authority shall comply with the audit and other requirements outlined in paragraphs (a) through (e) of California Government Code Section 6505. The Transit Authority shall promptly deliver copies of the annual audit report to the Board and the Member Agencies.

12. Accounts and Records.

The Board shall establish and maintain such funds and accounts of the Transit Authority as may be required by good accounting practice. The books and records of the Transit Authority shall be open to inspection at all reasonable times to the Member Agencies and their respective representatives.

13. Insurance.

Within thirty (30) days after the execution of this Agreement by the Member Agencies, Transit Authority shall obtain and continuously maintain general liability insurance with limits of at least Ten Million and No/100 Dollars (\$10,000,000.00). Coverage shall be placed with a carrier with an A.M. Best rating of no less than A-:VII, or equivalent.

Article IV

Miscellaneous

1. Custodians of Transit Authority Property.

The Executive Director of the Transit Authority shall have charge of, handle, and have access to, all property of the Transit Authority. Pursuant to California Government Code Section 6505.1, the Executive Director shall file an official bond in an amount determined by the Member Agencies through the Board. To the extent permitted by law, this requirement may be satisfied by the Executive Director filing an official bond obtained in connection with another public office or by the Transit Authority obtaining a fidelity bond or bonds covering all officers and staff of the Transit Authority who have charge of, handle, or have access to any property of the Transit Authority.

2. Severability.

Should any part, term, or provision of this Agreement be decided by the courts to be illegal or in conflict with any law of the State of California, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms or provisions hereof shall not be affected thereby.

3. Withdrawal.

A Member Agency may withdraw from the Transit Authority by filing its written notice of withdrawal with the Executive Director 180 days before the actual withdrawal. Such a withdrawal shall be effective on the last day of the 180 days. The withdrawal of a Member Agency shall not in any way discharge, impair, or modify the voluntarily assumed obligations of

the withdrawn Member Agency in existence as of the effective date of its withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies, nor shall such withdrawal change or impact where the Transit Authority can provide services or otherwise operate. A withdrawn Member Agency shall not be entitled to the return of any funds or other assets belonging to the Transit Authority, until the effective date of termination of the Transit Authority or upon a vote of all remaining Member Agencies.

4. Joining the Transit Authority.

Other public entities may join the Transit Authority by filing a written request for inclusion with the Executive Director. The request for inclusion shall be reviewed by the Transit Authority and voted on by the entire Board. By a two-thirds majority vote of the entire Board, a public entity may be accepted as part of the Transit Authority. Thereafter, upon execution of this Agreement, including any amendments thereto, the new member shall become a full and equal member of the Transit Authority.

5. Amendment.

This Agreement may be amended at any time with the unanimous written approval of all Member Agencies.

6. Ratification and Effective Date.

This Agreement shall become effective upon the signature of the last of the aforementioned Member Agencies to sign this Agreement.

7. Notices to Transit Authority and Member Agencies.

Any notices to the Transit Authority and/or Member Agencies required or given pursuant to this Agreement shall be delivered or mailed, U.S. first class, postage prepaid, addressed as follows:

Transit Authority:

California Vanpool Authority
8444 W. Doe Avenue
Visalia, Ca 93291

Member Agencies:

Association of Monterey Bay Area Governments
(AMBAG)
24580 Silver Cloud Court
Monterey, CA 93940

Fresno Council Governments (FCOG)
2035 Tulare St., Suite 201
Fresno, CA 93721

Imperial County Transportation Commission (ICTC)
1503 N. Imperial Ave, Suite 104
El Centro, CA 92243

Madera County Transportation Commission (MCTC)
2001 Howard Road, Suite 201
Madera, CA 93637

Merced County Association of Governments (MCAG)
369 W 18th Street
Merced, CA 95340

Riverside County Transportation Commission (RCTC)
4080 Lemon Street
Riverside, CA 92501

San Joaquin Council of Governments (SJCOG)
555 East Weber Avenue
Stockton, CA 95202

Santa Barbara County Association of Governments
(SBCAG)
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110

Stanislaus Council of Governments (StanCOG)
1111 I street, Suite 308
Modesto, CA 95354

Tulare County Association of Governments (TCAG)
210 N. Church St. Suite B
Visalia, CA 93291

Ventura County Transportation Commission (VCTC)
751 E. Daily Dr. Suite 420
Camarillo, CA 93010

Any party may change the address to which notices pursuant to this Section are given by giving notice of its new address according to the provisions of this Section.

8. Notice of a Joint Powers Agreement.

Within thirty (30) days after the effective date of this Agreement or any amendment thereto, the Transit Authority shall cause a notice of this Agreement or any amendment thereto, to be prepared and filed with the office of the California Secretary of State. Additionally, the Transit Authority shall furnish an additional copy of the aforementioned notice of this

Agreement or any amendment thereto, to the California Secretary of State, who shall forward such copy to the Controller of the State of California. The aforementioned notices shall contain:

- (a) The name of each Member Agency that is a party to this Agreement;
- (b) The date that this Agreement became effective;
- (c) A statement of the purpose of this Agreement or the power to be exercised by the Transit Authority; and
- (d) A description of the amendment or amendments made to this Agreement, if any.

9. Venue.

The proper venue for any lawsuit based on any cause of action arising out of or in any way related to this Agreement or the operation of the Transit Authority shall be brought in a court of competent jurisdiction located in **Tulare** County, California.

10. Headings.

The headings used in this Agreement are for convenience only and have no effect on the content, construction, or interpretation of the Agreement.

11. Counterparts.

This Agreement may be executed in any number of counterparts and by different parties in separate counterparts, each of which, when executed and delivered, shall be deemed to be an original, and all of which counterparts taken together shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the Member Agencies have caused this Agreement to be executed and attested by their proper officers thereunto duly authorized, and, if appropriate, their official seals to be hereto affixed, to be effective as of the day and year first above written.

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

FRESNO COUNCIL OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

IMPERIAL COUNTY TRANSPORTATION COMMISSION

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

MADERA COUNTY TRANSPORTATION COMMISSION

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

STANISLAUS COUNCIL OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

VENTURA COUNTY TRANSPORTATION COMMISSION

Dated: _____
Chairperson

Approved as to Form

Dated: _____
Counsel



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – July 17, 2024

Enclosure: Yes

Action: Approve July 17, 2024, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for the July 17, 2024, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

EXECUTIVE MINUTES

Date: July 17, 2024

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Waseem Ahmed
Commissioner Cecelia Gallegos
Commissioner Leticia Gonzalez
Commissioner David Rogers
Commissioner Robert Poythress

Members Absent: Commissioner Jose Rodriguez

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

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



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

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. Notice of Funding Opportunities

Action: Information and Discussion Only

4-B. Safe Streets and Roads for All (SS4A) Grant Program Notice of Funding Opportunity

Action: Information and Discussion Only

4-C. Parksdale Safe Routes to School Project Letter of Support

Action: Information and Discussion Only

4-D. Letter of Support - 2024 Cycle 7 Transit and Intercity Rail Capital Program (TIRCP): Bridging Rail Initiatives, Technology, and Education (BRITE) Project

Action: Information and Discussion Only

4-E. Letter of Support for AB 2485 (Carrillo) – Increasing Transparency and Accuracy of the Regional Housing Needs Assessment Determination

Action: Information and Discussion Only



4-F. 2024 Valley Voice – Washington D.C. Draft Legislative Platform

Action: Information and Discussion Only

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

Transportation Consent Calendar Action on Items 4A-4F

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 4-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. Final 2025 Federal Transportation Improvement Program (FTIP), 2022 Regional Transportation Plan (RTP) Amendment 2, and Corresponding Air Quality Conformity Analysis – Resolution 24-08

Action: Adopt Final 2025 FTIP, 2022 Regional Transportation Plan (RTP) Amendment 2, and Corresponding Air Quality Conformity Analysis - Resolution 24-08

Chair Gonzalez opened the floor for public comments. No public comment was received.

Commissioner Gallegos joined the meeting.

Transportation Action/Discussion Items 5A

Upon motion by Commissioner Poythress, seconded by Commissioner Ahmed, to approve the Transportation Consent Item 5A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

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 – June 19, 2024

Action: Approve June 19, 2024, Meeting Minutes

7-B. Transportation Development Act (LTF, STA) – FY 2024-25 Allocations, LTF Resolution 24-09, STA Resolution 24-10

Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 24-09, STA Resolution 24-10

7-C. Award Contract – Auditing Services

Action: Authorize staff to negotiate and enter a contract with Price, Paige and Company in an amount not to exceed \$40,000 for FY 23-24 with 4 additional optional years to provide auditing services to the Madera County Transportation Commission and the Madera County Transportation Authority

Administrative Consent Action on Items 7A-7C

Chair Gonzalez opened the floor to public comment. No public comment was received.



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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2024-25 Overall Work Program & Budget (OWP) – Amendment No. 1

Action: Approve OWP & Budget – Amendment No. 1

Chair Gonzalez opened the floor to public comment. No public comment was received.

Administrative Action/Discussion on Item A

Upon motion by Commissioner Rogers, seconded by Commissioner Gallegos, to approve the circulation of the Overall Work Program & Budget (OWP) – Amendment No. 1. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

9-A. Focus on the Future 2024 Conference

Action: Information and Discussion Only

9-B. Special Meeting Executive Minutes – July 12, 2024

Action: Approve July 12, 2024, Special Meeting Minutes

Chair Gonzalez opened the floor to public comment. No public comment was received.

Administrative Consent Calendar Action on Items 9A-9B

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Renewal Update

Action: Information and Discussion Only. Direction may be provided

Chair Gonzalez opened the floor to public comment. The following comment was received:

Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability, stated the Expenditure Plan put together through Measure T's outreach process fell short of creating effective and appropriate definitions for disadvantaged communities, clear guidelines for expenditure categories, and a public transportation set aside that was large enough to significantly increase public transportation scheduling. The citizens are concerned the Expenditure Plan they created is now being coopted as a citizens' initiative and pushed forward with a requirement of 50% plus one vote as opposed to 67%. This process is making it nearly impossible to advocate and make changes to truly create an expenditure plan that is reflective of citizens' needs.

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

- Patricia Taylor, Executive Director, provided the following comments:



- Legislative Update
- The Sierra Citizens for Sensible Government filed a complaint with the FPPC alleging violations of the Political Reform Act and Governmental Code. Authority staff learned of this when FPPC contacted staff yesterday afternoon. The complaint challenges the validity of the citizen's initiative, claims a lack of transparency in the process, and requests that the FPPC remove it from the ballot. Sierra Citizens also allege conflicts of interest and assert that there is some sort of subterfuge by the Authority Board or potential use of public resources to support the citizen's initiative. MCTA will provide a response to the FPPC no later than July 25, 2024.

11-B. Items from Caltrans

- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on the following:
 - Caltrans released the Strategic Plan Highway Safety Plan.
 - ATP funding is less than previous years, 29 applications were submitted in District 06.
 - District 06 was awarded 12 of 15 grant applications submitted to the Caltrans Sustainable Transportation Planning Grants program.
 - Madera County received a grant award for a Safe Routes to School Plan. District 06 encourages more applications for the next cycle.
 - District 06 will provide letters of support for the Safe Streets and Roads for All (SS4A) and Highway Safety Improvement Program (HSIP).
 - State Route 99 Comprehensive Multimodal Corridor Plan finished virtual workshops and are responding to comments, workshops are also scheduled for fall.
 - The Madera South Avenue 7-12 project, construction is scheduled to begin fall 2025.
 - The North Madera Six Lane Avenue 17-22 anticipated kick off meeting in August or September 2024.
 - The Downtown Madera 145 project, construction to begin next year.
 - The Cottonwood Creek Bridge Replacement will be completed in Spring 2025.
 - Madera County applied for the Multimodal Discretionary Grant for the State Route 41 Madera South Expressway project.
 - The Madera Ranchos Rehabilitation project will be completed by the end of July 2024.



11-C. Items from Commissioners

- This time is reserved for Commissioners to inquire about specific projects.

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 3:32 pm.

Next meeting scheduled for Wednesday, September 18, 2024

Respectfully Submitted,

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

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, Resolution 24-09 Amendment No. 1, Resolution 24-10 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 24-09 Amendment No. 1, Resolution 24-10 Amendment No. 1

SUMMARY:

The City of Madera has submitted its FY 2024-25 TDA Applications for approval and has requested to allocate its apportionments.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

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

In the matter of
**ALLOCATION OF FY 2024-25
LOCAL TRANSPORTATION FUND**

**Resolution No.: 24-09
Amendment No. 1**

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, \$125,000 has been apportioned for Administration, \$137,412 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$206,119 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. 24-05 that there are no substantial unmet transit needs that are reasonable to meet in FY 2024-25 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

NOW, THEREFORE, LET IT BE RESOLVED, that the following sums have been allocated under the California Administrative Code by the Madera County Transportation Commission to be expended by the City of Chowchilla, the City of Madera, and the County of Madera for the purposes set forth below:

(A) City of Chowchilla

CATX		\$ 290,817
Pedestrian & Bicycle Projects		\$ 11,729
MCTC Planning Services	\$ 17,594	
Street & Road Projects	\$ 266,326	

(B) City of Madera

Madera Metro, Dial-A-Ride, Fixed Route Ops		\$ 357,475
Pedestrian & Bicycle Projects		\$ 57,405
MCTC Planning Services	\$ 86,107	
Street & Road Projects	\$ 1,983,817	

C) <u>County of Madera</u>		
MCC & Demand Response		\$ 337,421
Amtrak		\$ 5,000
Pedestrian & Bicycle Projects		\$ 68,278
MCTC Planning Services	\$ 102,418	
Street & Road Projects	\$ 2,900,807	

The foregoing resolution was adopted this 18th day of September 2024 by the following vote:

- Commissioner Leticia Gonzalez _____
- Commissioner Cecelia Gallegos _____
- Commissioner Waseem Ahmed _____
- Commissioner Robert Poythress _____
- Commissioner Jose Rodriguez _____
- Commissioner David Rogers _____

 Chair, Madera County Transportation Commission

 Executive Director, Madera County Transportation Commission

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

In the matter of
**ALLOCATION OF FY 2024-25
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **24-10
Amendment No. 1**

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,953,407, a decrease of \$67,389 compared to the previous year’s revised allocation;

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

WHEREAS, the City of Chowchilla and the County of Madera have submitted its applications recognizing the State Controller’s allocated amount;

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

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

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

WHEREAS, the City of Madera has submitted an application and requests to allocate their apportionment;

NOW, THEREFORE, LET IT BE RESOLVED, that the County Auditor shall establish the following reserves and pay out of the State Transit Assistance Fund in the amount listed for the transit projects shown below:

<u>CLAIMANT</u>	<u>2024-25 STA</u>
City of Chowchilla	
CATX	\$ 204,299
City of Madera	
Madera Metro, Dial-A-Ride, Intermodal, Transit Center	\$ 753,918
Madera Metro, Fixed Route, Intermodal Capital Improvements	\$ 50,000

County of Madera

MCC & Demand Response

\$ 945,190

The foregoing resolution was adopted this 18th day of September 2024 by the following vote:

Commissioner Leticia Gonzalez	_____
Commissioner Cecelia Gallegos	_____
Commissioner Wasem Ahmed	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____
Commissioner David Rogers	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 7-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

The August 2024 edition of *The Commission Vision*

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The August 2024 edition of our quarterly electronic newsletter, *The Commission Vision*, is available. The newsletter features the latest updates on important events, reports, and transportation projects in the Madera County Region and San Joaquin Valley.

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 August edition.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 9-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Focus on the Future 2024 Conference

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

This year's Focus on the Future 2024 Conference will be held November 10-12, 2024, at the Long Beach Convention Center.

The [Focus on the Future conference](#) provides a forum for Self-Help Counties (Measure counties, such as Madera – Measure T), and other transportation agencies, elected officials, and the private sector to share experiences, and highlight upcoming projects and programs. The conference continues to be the premier transportation conference in California and brings over 800 people in attendance.

Early registration is opening soon. Please let Sandy Ebersole, on my staff, know if you are interested in attending this year's conference. MCTC staff will make the appropriate conference and hotel reservation on your behalf. Sandy can be reached at sandy@maderactc.org.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 9-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

HdL Newsletter – 1st Quarter 2024

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in the packet for your information is the 1st Quarter 2024 Measure T Newsletter from 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 2024-25 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTA- SALES TAX UPDATE 1Q 2024 (JANUARY - MARCH)



MADERA COUNTY TRANSPORT

0.1%



-0.2%



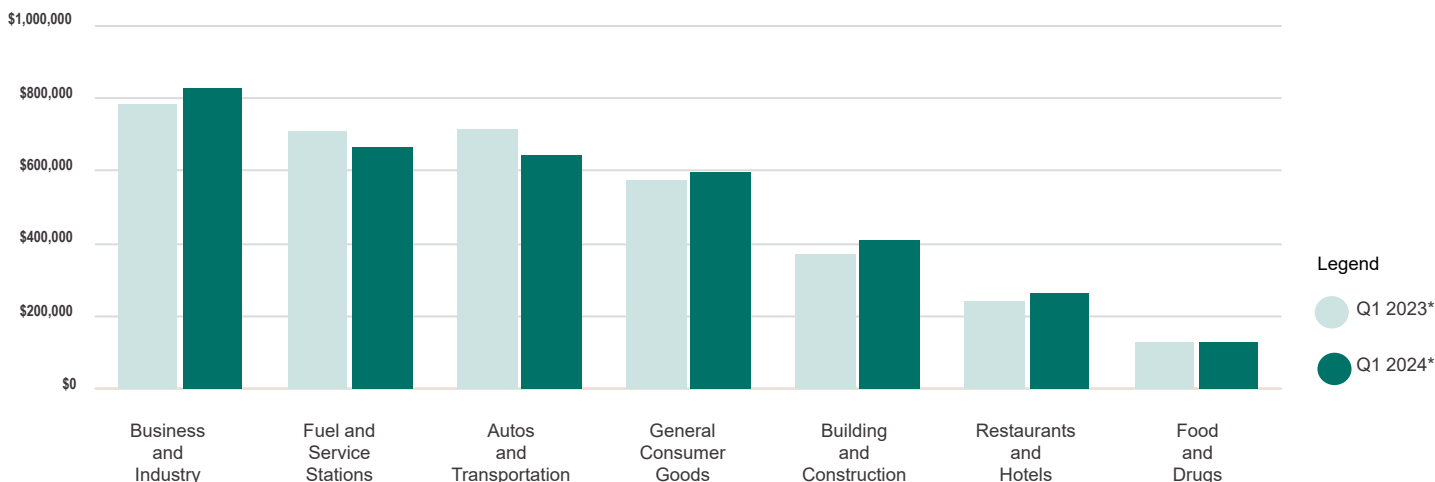
TOTAL: \$ 3,566,966

1Q2024

STATE

*Allocation aberrations have been adjusted to reflect sales activity

SALES TAX BY MAJOR BUSINESS GROUP



MADERA COUNTY TRANSPORTATION COMMISSION - MEASURE T HIGHLIGHTS

Measure T's receipts from January through March were 1.2% above the first sales period in 2023. Excluding reporting aberrations, this period's receipt total was flat compared to the same period last year.

reflected in the auto-transportation group, which continues to see a decline in the number of new and used cars purchased by residents and local businesses. Lower fuel prices led to the decline in sales volume by gas stations.

roofing projects. Meanwhile, corporate spending on industrial supplies/equipment yielded several one-time sales that boosted the business-industry group's sales. Those one-time sales involved warehouse and utility equipment.

Many of the business groups tracked here did well this quarter, but the community continues to shy away from big-ticket purchases. This is

The construction group benefited from strong demand for material and the contractors' services needed for hardscape, paving, and

Restaurant traffic is slowing in response to high menu prices, and those high prices continue to represent more of the sales increase each quarter. This period, local venues were also challenged by the opening of a popular new venue, but the impact it had on existing restaurants is not measurable.

Brick and mortar retail outlets' mixed sales were more than offset by gains in sales made online from a wide variety of vendors.

Net of aberrations, taxable sales for all of Madera County were down 1.8% from the comparable period while those of the San Joaquin Valley rose 1.3%.

TOP NON-CONFIDENTIAL BUSINESS TYPES

Business Type	Q1 '24*	Change	HdL State Change
Service Stations	575.6	-5.8% ↓	-0.9% ↓
New Motor Vehicle Dealers	331.8	-8.9% ↓	-10.5% ↓
General Merchandise	215.9	11.8% ↑	-4.0% ↓
Building Materials	185.6	1.5% ↑	-1.0% ↓
Contractors	172.9	22.5% ↑	4.5% ↑
Warehse/Farm/Const. Equip.	152.3	31.3% ↑	-3.9% ↓
Garden/Agricultural Supplies	148.5	2.3% ↑	2.6% ↑
Used Automotive Dealers	134.0	-22.4% ↓	-3.8% ↓
Quick-Service Restaurants	128.4	10.7% ↑	2.7% ↑
Casual Dining	99.8	7.2% ↑	2.4% ↑

*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 during the months of January through March were 0.2% lower than the same quarter one year ago after adjusting for accounting anomalies. The calendar year first quarter is traditionally the lowest sales tax generating period; however, returns were more on par with the comparison period.

One of the only sectors continuing to display declines was autos-transportation. High interest rates created more expensive long-term financing costs. Combined with a dramatic cost of insurance coverage rate spike, this group declined 7.5%.

Fuel and service stations was the other sector with a drop over last year. As California drivers embark on summer travel, they'll do so with slightly elevated gas prices versus 2023, probably yielding the final period of negative results for the category heading into 2025.

During this post-holiday shopping period, general consumer goods experienced a soft rebound with very modest 0.5% growth. Although retailers selling gas were hurt by fuel prices, it did not stop family apparel and department stores from lifting revenues.

Restaurant activity contributed constant growth of 2.1%. Only fine dining establishments remain hindered as more affordable menus are preferred. Also, it appears some eateries made operational changes while implementing AB 1228; however, there isn't enough data yet to understand if this new bill impacted revenue.

Seemingly dramatic one-time events helped boost business-industry, as investments in office supplies-furniture and energy projects were a significant reason for 3.6% gains this quarter. Additionally, strong fulfillment center direct payments demonstrated sustained logistical expansion. When coupled with improved returns

via the countywide use tax pools, customers demonstrated e-commerce preferences for obtaining various goods. Overall pool allocations improved 1.6%.

Statewide, 2024 begins in a more positive fashion compared to the recent trends of 2023. Buoyed 1st quarter results may signify 'the floor' helping ease tax revenue concerns while awaiting the next growth cycle. The Federal Reserve and their position with the Fed Funds Rate remains the most probable component between economic stagnation or spring-boarding consumer spending. Tourism and local travel in the coming summer period could further inspire confidence.

MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 1st Quarter 2023 *

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
Fresno Co.	-8.0%	1.2%	-5.4%	0.9%	-1.6%	-0.4%	0.4%
Kern Co.	-7.4%	-5.7%	-6.1%	-0.5%	-8.3%	-1.9%	0.4%
Kings Co.	14.8%	-15.9%	-15.2%	1.4%	-3.0%	-0.9%	3.0%
Madera Co.	-8.9%	4.6%	0.6%	3.7%	-5.4%	0.2%	7.7%
Merced Co.	-6.7%	1.1%	-4.4%	-1.2%	-9.0%	0.9%	2.5%
San Joaquin Co.	-2.7%	-0.6%	28.5%	1.6%	-1.7%	0.2%	2.7%
Stanislaus Co.	-6.1%	5.2%	1.1%	-3.2%	5.5%	1.5%	1.1%
Tulare Co.	-5.6%	-2.3%	2.1%	0.3%	1.7%	3.8%	3.2%

*Allocation aberrations have been adjusted to reflect sales activity



STAFF REPORT
Board Meeting of September 18, 2024

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only. Direction may be provided

SUMMARY:

A verbal update from staff and DKS Associates will be provided regarding the Measure T Renewal efforts, including public education and outreach.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.