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Meeting of the  
Madera County Transportation Commission  
Policy Board

**LOCATION**

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

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

**DATE**

October 19, 2022

**TIME**

3:00 PM

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

Commissioner Tom Wheeler, Chair	Madera County Supervisor, PC, MCTC, MCTA
Commissioner Diana Palmer, Vice Chair	Councilmember, City of Chowchilla, PC, MCTC, MCTA
Commissioner Cecelia Gallegos	Councilmember, City of Madera, PC, MCTC, MCTA
Commissioner Jose Rodriguez	Councilmember, City of Madera, PC, MCTC, MCTA
Commissioner Brett Frazier	Madera County Supervisor, PC, MCTC, MCTA
Commissioner Robert Poythress	Madera County Supervisor, PC, MCTC, MCTA
Caltrans District 6	Policy Committee, Participating Agency

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

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

**SPECIAL NOTICE**

**Important Notice Regarding COVID 19**

The meeting of October 19, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 12, as adopted by the Madera County Transportation Commission Policy Board on September 28, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the Zoom platform. Public is highly encouraged to use the virtual platform via a computer, tablet, or smartphone.

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

**<https://us06web.zoom.us/j/85211028957?pwd=ZEFoblZqRUJUTEU0cE05OG5STTAxQT09>**

**Passcode: 880688**

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

**1 408 638 0968 or 1 669 444 9171**

**Webinar ID: 852 1102 8957 Passcode: 880688**

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

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

## **AGENDA**

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

## **INTERPRETING SERVICES**

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

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

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

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

### **MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

#### 4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. Regional Clean Hydrogen Hubs (H2Hubs) Program

**Enclosure:** No

**Action:** Information and Discussion Only

4-B. 2022 Transit and Intercity Rail Capital Program (TIRCP) Draft Guidelines for General Fund Augmentation

**Enclosure:** No

**Action:** Information and Discussion Only

4-C. Affordable Housing and Sustainable Communities (AHSC) Program: Round 7 Draft Guidelines Available for Review

**Enclosure:** No



**Action:** Information and Discussion Only

[4-D.](#) FY 2022 Thriving Communities Program (TCP)

**Enclosure:** No

**Action:** Information and Discussion Only

[4-E.](#) ReConnect Loan and Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

[4-F.](#) Draft FY 2023-24 Sustainable Transportation Planning Grant (STPG) Application Guide  
30-Day Comment Period

**Enclosure:** No

**Action:** Information and Discussion Only

[4-G.](#) Revised State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 22-15, adopting a Revised SGR project list to be submitted  
in the amount of \$579,484

[4-H.](#) Public Transportation Modernization, Improvement, and Service Enhancement  
Account (PTMISEA) Allocation Request– Resolution 22-16

**Enclosure:** Yes

**Action:** Approve Public Transportation Modernization, Improvement, and Service  
Enhancement Account (PTMISEA) Project Listing – Resolution 22-16

[4-I.](#) Letter of Support for 2022 Trade Corridor Enhancement Program (TCEP) Application:  
Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-J.](#) Pew Research Article, *“As Electric Vehicle Growth Squeezes Gas Tax Revenues, Data  
Helps States Prepare”*

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-K.](#) Climate Action Plan for Transportation Infrastructure (CAPTI) Progress Report

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-L. 2022 Annual Listing of Projects with Federal Funding

**Enclosure:** No

**Action:** Information and Discussion Only

4-M. FINAL 2022 Madera County Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

**Enclosure:** Yes

**Action:** Adopt the 2022 Madera County Coordinated Public Transit Human Services Transportation Plan – Resolution No. 22-17

4-N. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 13

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 13

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. CalVans Presentation

**Enclosure:** No

**Action:** Information and Discussion Only

5-B. Yosemite Area Regional Transportation System (YARTS) Update

**Enclosure:** No

**Action:** Information and Discussion Only

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

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

**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 – October 19, 2022

**Enclosure:** Yes

**Action:** Approve October 19, 2022 meeting minutes

**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. HdL Newsletter 2nd Qtr 2022

**Enclosure:** Yes

**Action:** Information and Discussion Only

9-B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 13

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 13

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

10-A. Measure T FY 2022-23 Annual Work Program

**Enclosure:** Yes

**Action:** Approve the 2022-23 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2022

**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 October 19, 2022

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

Regional Clean Hydrogen Hubs (H2Hubs) Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Energy (DOE) Office of Clean Energy Demonstrations (OCED) has issued a Funding Opportunity Announcement (FOA) for the [Regional Clean Hydrogen Hubs \(H2Hubs\) Program](#) authorized by the *Bipartisan Infrastructure Law* (PL 117-58). The purpose of the program is to support the planning, construction, and operation of regional clean hydrogen hubs. DOE expects to award \$6 billion to \$7 billion in total program funding through 6 to 10 grants. Award sizes range from \$400 million to \$1.25 billion each, but the agency will give preference to applicants requesting \$500 million to \$1 billion in funding. There is a minimum 50 percent nonfederal cost share requirement from project participants, state or local governments, or third-party financing. The deadline to submit Concept Papers is **November 7, 2022**, and the Full Application deadline is **April 7, 2023**.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-B

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

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**SUBJECT:**

2022 Transit and Intercity Rail Capital Program (TIRCP) Draft Guidelines for General Fund Augmentation

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California State Transportation Agency (CalSTA) has released the formal draft guidelines for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 for public and legislative review. The formal draft guidelines are available on the [CalSTA website](#).

The public and legislative review is available for more than the 30 days required by statute, with workshops planned for November 3 and 4, and comments due no later than November 7, 2022. CalSTA expects to release final program guidelines and a call for projects on November 15, 2022.

AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion of General Fund to TIRCP and \$350 million of General Fund for High Priority Grade Crossing Improvement and Separation projects. This funding will be included in TIRCP Cycle 6. The TIRCP funds available for this General Fund cycle are already available for award, encumbrance, and liquidation, and are expected to be fully encumbered and liquidated by June 30, 2027.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-C

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

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**SUBJECT:**

Affordable Housing and Sustainable Communities (AHSC) Program: Round 7 Draft Guidelines Available for Review

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California Strategic Growth Council (SGC), California Department of Housing and Community Development (HCD), and California Air Resources Board (CARB) released [Draft Guidelines](#) for Round 7 of the Affordable Housing and Sustainable Communities (AHSC) program for Public Comment.

The AHSC Draft Round 7 Guidelines, along with a Summary of Key Changes, and Change Log are now available at the AHSC Guidelines webpage. The Draft AHSC Benefits Calculator Tool, Draft Quantification Methodology, and Draft User Guide will also be available for comment via the AHSC Guidelines webpage.

There will be three in-person workshops as well as one virtual statewide workshop in late October to present key changes and to host a Q&A period. The in-person workshops will be held in Davis, Fresno, and San Diego. Please RSVP for any of the meetings you wish to attend but note that the same information will be shared at all four meetings. More information on all four events including an [RSVP link](#), can be found on our [Eventbrite page](#).

- October 20, 2022 1-2:30 PM: Virtual ([Statewide](#))
- October 24, 2022 10-11:30 AM: Creekside Apartments, Davis, CA ([Northern](#))
- October 25, 2022 9-10:30 AM: Annadale Commons, Fresno, CA ([Central](#))
- October 26, 2022 1:45-3:00 PM: SANDAG, San Diego ([Southern](#))

Please see the Summary of Key Changes document for the long-term schedule for Round 7, along with the proposed changes, available at the AHSC Guidelines webpage. Interested parties are encouraged to [sign-up for the newsletter](#) or check the Program website for more information in the coming weeks. Public Comments will be accepted in writing by emailing [AHSC@sgc.ca.gov](mailto:AHSC@sgc.ca.gov). Comments must be received by 5:00 PM on Monday, October 31, 2022.

**FISCAL IMPACT:**

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





**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-D

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

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**SUBJECT:**

FY 2022 Thriving Communities Program (TCP)

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

[Thriving Communities](#) is a \$30 million collaboration between the U.S. Department of Transportation (USDOT) and the U.S. Department of Housing and Urban Development (HUD) to help communities access once-in-a-generation levels of federal infrastructure funding under the [Bipartisan Infrastructure Law](#) and deliver transformative projects. The program will pair a cohort of applicants with organizations who will provide technical assistance, planning, and capacity building support to grow community capacity to take projects from conception through to delivery. The program is focused on supporting under-resourced and disadvantaged urban, rural, and Tribal communities.

USDOT will be hosting a series of [webinars](#) for both those interested in receiving support through the Thriving Communities program, and for capacity builders interested in applying for funding under the Notice of Funding Opportunity. Interested communities are encouraged to submit a [Letter of Interest \(LOI\)](#) prior to December 6, with the [NOFO](#) for capacity builders open until November 22, 2022. Fact sheets and links to webinar registration are available on the Thriving Communities [webpage](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-E

**PREPARED BY:** Nicholas Dybas, Associate Regional Planner

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**SUBJECT:**

ReConnect Loan and Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The [ReConnect Program](#) of the USDA-Rural Utilities Service is currently open and making \$1.15 billion of Infrastructure Investment and Jobs Act (IIJA) funds available for broadband infrastructure projects serving rural communities. ReConnect can support efforts to close the digital divide in rural areas. Applicants can submit their applications until 11:59 A.M. Eastern Time on November 2, 2022.

Under the IIJA, ReConnect is providing \$350 million in grants, without any matching funds requirement, available to Tribes, Socially Vulnerable Communities, Alaska Native Corporations, projects serving colonias, and projects serving Persistent Poverty Counties. The IIJA is also offering \$200 million in grants, without any matching funds requirement, available for projects proposing Service Areas that are 90% underserved. Additionally, this funding round is providing competitive loan/grant combinations and first come first serve loan only financing for eligible projects. The Scoring Criteria offers applicants various ways to distinguish and make their application more competitive.

For more information, resources about ReConnect, critical mapping data for applications, and other USDA programs that support broadband infrastructure and telecommunications services in rural areas, please refer to the following link: <https://www.usda.gov/reconnect>

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-F

**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

Draft FY 2023-24 Sustainable Transportation Planning Grant (STPG) Application Guide 30-Day Comment Period

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Caltrans Draft Fiscal Year (FY) 2022-23 Sustainable Transportation Planning Grant (STPG) Application Guide is available for a 30-day public comment period from October 5 to November 4, 2022.

There is a one-time STPG funding category and augmentation of \$50 million in Climate Adaptation Planning grants (recently enacted with the State Budget under Senate Bill 198). These grants will support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level climate adaptation planning to identify adaptation projects and strategies for transportation infrastructure. A joint workshop with the Governor's Office of Planning and Research (OPR) will be conducted in late October (date TBD) to provide an overview and receive feedback on the new STPG Climate Adaptation Planning grants, as well as the OPR Adaptation Planning Grant Program draft guidelines.

Two final Application Guide virtual workshops will occur on November 9 and 10, 2022. 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 this fall.

Additional information may be found [here](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-G

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

**SUBJECT:**

Revised State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 22-15, adopting a Revised SGR project list to be submitted in the amount of \$579,484

**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 \$579,484:

County of Madera Existing Project	Park and Ride Lots FY 2017/18 through FY 2020/21	(\$460,266)
County of Madera Existing Project	Preventative Maintenance FY 2021/22	(\$119,218)
County of Madera Proposed Project	Purchase up to Three (3) Electric Paratransit Buses and Electric Infrastructure FY 2017/18 through FY 2020/21	\$460,266
		\$579,484

**FISCAL IMPACT:**

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

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

In the matter of  
**STATE OF GOOD REPAIR PROGRAM  
REVISED PROJECT APPROVAL LIST**

Resolution No.: **22-15**

**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 County of Madera 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 with a project change in the amount of \$579,484.

County of Madera Existing Project	Park and Ride Lots FY 2017/18 through FY 2020/21	(\$460,266)
County of Madera Existing Project	Preventative Maintenance FY 2021/22	(\$119,218)
County of Madera Proposed Project	Purchase up to Three (3) Electric Paratransit Buses and Electric Infrastructure FY 2017/18 through FY 2020/21	\$460,266
		\$579,484

**NOW, THEREFORE, BE IT RESOLVED**, by the Madera County Transportation Commission Policy Board 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 19<sup>th</sup> day of October 2022 by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-H

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

**SUBJECT:**

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Allocation Request– Resolution 22-16

**Enclosure:** Yes

**Action:** Approve Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Project Listing – Resolution 22-16

**SUMMARY:**

Proposition 1B placed \$3.6 billion into the Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA) for transit capital projects. A copy of the latest PTMISEA guidelines and other relevant documents can be found on the Caltrans website at <http://www.dot.ca.gov/drmt/spptmisea.html>.

The Madera region received and programmed \$6,915,092 in PTMISEA funding. The City of Chowchilla has requested a PTMISEA project using funding from FYs 2010/11, 2014/15, 2015/16 be amended. MCTC staff recommends the authorization of a project allocation request be submitted for the following project in the total amount of \$41,313.

City of Chowchilla Existing Project	CATX Facility Improvements FY 2010/11, 2014/15, 2015/16	(\$41,313)
City of Chowchilla Proposed Project	Purchase (1) New CATX Paratransit Gas 8 Passenger Van	\$41,313

**FISCAL IMPACT:**

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



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

In the matter of  
**PUBLIC TRANSPORTATION  
MODERNIZATION, IMPROVEMENT, AND  
SERVICE ENHANCEMENT ACCOUNT  
(PTMISEA) AMENDMENT FOR FY 2010/11,  
2014/15, 2015/16 PROJECT ALLOCATION  
REQUEST LISTING**

Resolution No.: **22-16**

**WHEREAS**, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

**WHEREAS**, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding in the amount of \$4 billion to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); and

**WHEREAS**, the State Controller's Office received an appropriation of \$3.6 billion for allocation to eligible agencies under the State Transit Assistance (STA) pursuant to Public Utilities Code (PUC) 99314, 99314.3 and 99313; and

**WHEREAS**, the MCTC is the eligible project sponsor for Madera County as specified by GC 8879.55(h)(2); and

**WHEREAS**, GC 8879.55(h)(1) specifies that projects funded by the PTMISEA be consistent with the project sponsor's most recently adopted short-range transit plan, or other publicly-adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements; and

**WHEREAS**, the PTMISEA guidelines indicate that a certified board endorsement is sufficient to meet the programming requirement of GC 8879.55(h)(1);

**NOW, THEREFORE, BE IT RESOLVED**, that the MCTC does hereby amend the following PTMISEA project for FY 2010/11, 2014/15, 2015/16 and authorize a project allocation request to be submitted for the listed project in the total amount of \$41,313.

City of Chowchilla Existing Project	CATX Facility Improvements FY 2010/11, 2014/15, 2015/16	(\$41,313)
City of Chowchilla Proposed Project	Purchase (1) New CATX Paratransit Gas 8 Passenger Van	\$41,313

The foregoing resolution was adopted this 19<sup>th</sup> day of October 2022 by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-I

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

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**SUBJECT:**

Letter of Support for 2022 Trade Corridor Enhancement Program (TCEP) Application: Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Madera County Transportation Commission (MCTC) provided a letter of support to the San Joaquin Regional Rail Commission (SJRR) on the **UP (Fresno Subdivision) Ceres to Turlock Double Tracking Project** application for the Trade Corridor Enhancement Program (TCEP) competitive grant program. Caltrans and SJRR are requesting \$40 million in TCEP funding (\$16 million from statewide TCEP and \$24 million from regional corridor TCEP). More information on the Valley Rail Program and Ceres to Merced ACE extension is available on the SJRR website (<https://www.sjrrc.com/valley-rail/>). MCTC previously submitted a letter of support for this project in Stanislaus County for the federal INFRA application.

The **UP (Fresno Subdivision) Ceres to Turlock Double Tracking Project** will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 117.4 (in Ceres) and MP 128.2 (in Turlock), including culvert, under crossing, and at-grade crossing improvements. The Project aligns with the MPDG program criteria by constructing freight rail improvements that will increase safety, modernize core infrastructure, improve system operations and reliability, reduce transportation-related pollution, and benefit a federally designated Area of Persistent Poverty, Historically Disadvantaged Community, and Opportunity Zone, as well as a state designated Disadvantaged Community, Economically Distressed Area, and Low-Income Community. The Project is a critical part of the “Valley Rail” passenger rail expansion program that will enable Altamont Corridor Express (ACE) service to operate between Ceres and Turlock and is needed to ultimately connect ACE service to HSR at Merced. The Project substantially increases Valley Rail Program benefits in the Northern San Joaquin Valley, Sacramento Region, and Bay Area.

**FISCAL IMPACT:**

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



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721  
Website: [www.maderactc.org](http://www.maderactc.org)

October 4, 2022

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**Subject: Support for 2022 Trade Corridor Enhancement Program (TCEP) Application:  
Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project**

Dear Mr. Weiss:

The Madera County Transportation Commission (MCTC) supports the application by the California Department of Transportation (Caltrans) and the San Joaquin Regional Rail Commission (SJRRRC) to the California Transportation Commission's (CTC) 2022 TCEP competitive grant program for the **Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project** (Project).

We understand that when construction is complete in 2027, the Project will provide a new, second mainline track and track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between Ceres and Turlock, including culvert, under crossing, and at-grade crossing improvements. The Project is a significant investment in freight rail infrastructure that increases safety, modernizes core infrastructure, improves system operations and reliability, and reduces transportation-related pollution. The double tracking Project also works in conjunction with SJRRRC's "Valley Rail" service expansion program that will enable Altamont Corridor Express (ACE) service to operate between Ceres and Turlock, substantially increasing the benefits of this Project. The Project aligns with the TCEP program criteria and benefits a region in California identified as an Area of Persistent Poverty, a Historically Disadvantaged Community, an Opportunity Zone, as well as a state designated Disadvantaged Community, Economically Distressed Area, and Low-Income Community.

Our agency recognizes the Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project as a significant investment in freight rail infrastructure that enables California communities, such as ours, to build vital multimodal infrastructure.

This project helps to meet objectives identified in the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy by investing in an effective regional system for goods movement. Supporting Caltrans and partners in adjacent regions in the development of intermodal freight corridors is a key strategy towards achieving this objective.

**Member Agencies: County of Madera, City of Madera, City of Chowchilla**

Caltrans and SJRRC are requesting \$40 million in TCEP funding (\$16 million from statewide TCEP and \$24 million from regional corridor TCEP), which represents 30 percent of the estimated total cost of the Project design and construction. SJRRC, with Caltrans support, is committed to providing approximately \$26.7 million in 2022 Transit and Intercity Rail Capital Program (TIRCP) Funds. The combination of TCEP and TIRCP funding of \$66.7 million would go towards a match for a pending application seeking \$66.7 million in USDOT Multimodal Project Discretionary Grant funds. The total funding available for this Project would be \$133.4 million.

MCTC would like to thank the CTC for its consideration and welcomes the opportunity to support Caltrans and the SJRRC in the pursuit of this Project.

Sincerely,



Patricia Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-J

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

---

**SUBJECT:**

Pew Research Article, *"As Electric Vehicle Growth Squeezes Gas Tax Revenues, Data Helps States Prepare"*

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in your packet is an article from the Pew Research Center, *"As Electric Vehicle Growth Squeezes Gas Tax Revenues, Data Helps States Prepare."* This article discusses the long-term implications of the gas tax challenge, as we shift to electric vehicles. However, it states that the future of gas tax is not the only challenge for transportation funding, but also for the state fiscal health. Understanding the magnitude of the problem will guide policymakers in identifying solutions.

**FISCAL IMPACT:**

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

# As Electric Vehicle Growth Squeezes Gas Tax Revenues, Data Helps States Prepare

Long-term projections can help policymakers assess scope of challenge, identify alternatives

## ARTICLE

October 3, 2022

By: [Josh Goodman](#)

Read time: 4 min

Projects: [State Fiscal Health](#)

Michael Fousert/Unsplash

Forecasters expect sales of electric vehicles (EVs), already at record levels, to [grow at a breakneck pace in the years ahead](#). This transition from gasoline to electric-powered vehicles matters not only for car buyers and climate goals, but also for state governments. In the aggregate, fuel taxes provide nearly 40% of the revenue that states direct to their transportation funds—special accounts for transportation spending. Much of that could vanish in the coming decades.

Despite the attention on EVs, their sales remain a modest share of total vehicle sales. Still, state policymakers will need data to inform decisions about how to fill the funding gap that's expected once sales increase. By producing long-term projections of gas tax revenue, state analysts can provide critical estimates for how quickly and how far gas tax revenue will fall. And that will help states implement sustainable transportation funding sources.

State projections already point to the potentially challenging road ahead. For example, a [long-term plan](#) published by West Virginia's Department of Transportation in 2021 [showed fuel tax revenue falling by 11% to 20% through 2030](#), and as much as 52% from 2031 through 2050. In some states, gas tax revenue is already declining, or will soon. And that's before accounting for the tax's declining purchasing power as transportation projects become more expensive because of inflation and other factors.



Projections from the New York State Division of the Budget show [gas tax revenue peaking fiscal year 2024](#) and then declining slightly each year through fiscal 2027. Likewise, a 2021 analysis from Connecticut's Office of Policy Management showed that [fuel tax revenue had declined 4.2% over the last decade](#) and projected a continued slide through 2026.

Recent developments add new urgency. With gas prices high and automakers aggressively marketing expanded electric options, EV sales [grew by 66% year over year in the second quarter of 2022](#), even as overall new vehicle sales declined. Actions by state, federal, and international policymakers, as well as changing consumer preferences, stand to drive sales higher. In August, as part of the Inflation Reduction Act, Congress approved new financial incentives to encourage consumers and governments to buy EVs. Meanwhile, California regulators [adopted rules that forbid sales of new gasoline-powered vehicles starting in 2035](#), a timeline that squares with the [European Union's planned regulations](#) and some automakers' own plans to [phase out these vehicles](#).

States have long recognized that the growing fuel efficiency of gas-powered vehicles and the eventual popularization of EVs would place pressure on gas tax revenues. As early as 2001, Oregon lawmakers created a panel known as the [Road User Fee Task Force](#) to explore fuel tax substitutes. One of the most discussed is a tax based on vehicle miles traveled (VMT), an option that would collect revenue from drivers whether they buy gasoline or not. Today, at least three states (Oregon, Virginia, and Utah) have implemented opt-in VMT taxes—drivers can choose to participate to receive breaks on other taxes or fees—while several pilot projects have explored the concept elsewhere.

None have yet adopted a mandatory VMT tax, as states have grappled with [concerns about privacy](#), technological feasibility, environmental tradeoffs, and administrative costs. Instead, policymakers have approved piecemeal approaches to bolster road funding, including raising gas taxes and boosting other transportation revenue sources, such as vehicle registration fees. More than half of states have also adopted [special registration fees](#) for EVs to ensure that their owners pay something toward road maintenance.

As the pace of EV adoption changes, states should regularly and frequently update their gas tax projections to ensure that they reflect the latest information. Oregon's projections demonstrate the value of doing so. The state's Department of Transportation typically publishes new revenue [forecasts twice a year](#), including eight years' worth of gas tax revenue projections. The April 2022 [report forecast that average fuel efficiency would rise faster](#) than what was projected in the October 2021 report, which had forecast that fuel efficiency would rise faster than what was shown in the April 2021 report. These "accelerating" fuel

efficiency gains were one reason Oregon lowered gas tax revenue projections in the April 2022 analysis.

Item 4-4-J.

States should also avoid considering gas tax revenue trends in isolation and, instead, should place these forecasts in the context of broader revenue and spending projections. Research from The Volcker Alliance, a nonprofit that studies state fiscal practices, shows that as of 2019, [32 states projected revenue collections at least three years into the future](#). However, many of these analyses focus only on general fund revenue sources—such as income taxes and sales taxes—and not gas taxes, which are typically directed to separate transportation accounts. Projections of fuel taxes and other transportation-specific revenue sources are often produced and presented separately. But when states study general funds and transportation funds together, policymakers are more likely to recognize the interconnectedness of these accounts.

In some instances, shortfalls of transportation revenue place pressure on the general fund. Colorado's latest [Long-Range Financial Plan](#), for example, notes that weak gas-tax revenue growth has led policymakers to turn to other sources of money to pay for transportation costs. That includes a total of more than \$1 billion from the general fund in the last five years. In other cases, states have redirected transportation funds to the general fund to balance budgets. Lawmakers tapped money from the Kansas Department of Transportation for years before ending the practice this year. As gas tax revenue weakens, states may be less able to rely on transportation dollars as a backstop.

These interactions between gas tax revenue and overall budget conditions show that the future of the gas tax isn't just a challenge for transportation funding, but also for state fiscal health as a whole. High-quality, long-term revenue projections can help policymakers understand the timing and magnitude of the problem—and guide them as they begin the process of finding solutions.

*Josh Goodman works on The Pew Charitable Trusts' state fiscal health project.*

## ARTICLE

October 3, 2022

Projects: [State Fiscal Health](#)

Topics: [Fiscal & Economic Policy](#) & [U.S. State Policy](#)


Experts: [Josh Goodman](#)

Places: [United States](#)


## AUTHOR

Item 4-4-J.



[Josh Goodman](#)  
Senior Officer  
State Fiscal Health  


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**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-K

**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

Climate Action Plan for Transportation Infrastructure (CAPTI) Progress Report

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The California State Transportation Agency (CalSTA) has released the first annual report detailing the State's progress on implementing CAPTI. Among the key early accomplishments in implementing CAPTI actions include:

- Committing \$150 million in the recently enacted state budget to a newly established Highways to Boulevards pilot program to support reconnecting communities and \$1.05 billion to the Active Transportation Program to expand safe walking and biking options.
- Aligning program guidelines for the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the Transit and Intercity Rail Capital Program with statewide climate goals to prioritize multimodal, zero-emission, and pro-housing projects as well as strengthening the community engagement processes.
- Including nine new multimodal projects in the Interregional Transportation Improvement Program, which includes four programmed and four reserve rail projects and one active transportation project.

CalSTA will continue to issue a yearly report updating its progress implementing CAPTI actions, complete with metrics and data. CalSTA is accepting public comments on the draft CAPTI Annual Report through November 3, 2022, and hosted a webinar on the draft annual report on October 6, 2022. CalSTA will review all feedback and written comments carefully and will update the report as appropriate before publishing a final version of the annual report in December 2022.

**FISCAL IMPACT:**

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

**NEWS RELEASE  
FOR IMMEDIATE RELEASE**

October 3, 2022

**Contact:** [media@calsta.ca.gov](mailto:media@calsta.ca.gov)

Twitter: [@ca\\_trans\\_agency](https://twitter.com/ca_trans_agency)

**Gavin Newsom**  
Governor

**Toks Omishakin**  
Secretary

## **California Releases First Progress Report on Implementing Climate Action Plan for Transportation Infrastructure**

**SACRAMENTO** – California is making significant headway in prioritizing funding for sustainable transportation projects one year after adopting a new climate action strategy, according to a [draft report released today](#) by the California State Transportation Agency (CalSTA).

The first annual report details the state’s progress in implementing the [Climate Action Plan for Transportation Infrastructure](#) (CAPTI), which CalSTA adopted in July 2021 as part of a redoubled commitment to invest billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals.

CAPTI lists 34 key action items for aligning California’s discretionary investments in transportation infrastructure with the state’s goals to rapidly cut greenhouse gas emissions. In the first year, the state completed or made substantial progress on 88% of the actions.

“Now more than ever before, the climate crisis is directly impacting the health, environment and safety of all Californians. California is proud to lead by transforming our transportation investments to be part of the solution,” said CalSTA Secretary Toks Omishakin. “As stewards of the state’s transportation network, we must do our part to reduce pollution from the transportation system and safeguard our infrastructure from the worsening effects of climate change. This plan and our progress on implementation demonstrate California’s continued commitment to equitable climate leadership.”

Among the key early accomplishments in implementing CAPTI actions include:

- Committing \$150 million in the recently enacted state budget to a newly established Highways to Boulevards pilot program to support reconnecting communities and \$1.05 billion to the Active Transportation Program to expand safe walking and biking options.
- Aligning program guidelines for the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the Transit and Intercity Rail Capital Program with statewide climate goals to prioritize multimodal, zero-emission, and pro-housing projects as well as strengthening the community engagement processes.

Page 2

- Including nine new multimodal projects in the Interregional Transportation Improvement Program, including four programmed and four reserve rail projects and one active transportation project.

CalSTA will continue to issue a yearly report updating its progress implementing CAPTI actions, complete with metrics and data. CalSTA is accepting public comments on the draft CAPTI Annual Report through November 3 and is hosting a webinar on the draft annual report at 1 p.m. October 6. [Registration is available here](#). Comments can also be submitted to [capti@calsta.ca.gov](mailto:capti@calsta.ca.gov).

CalSTA will review all feedback and written comments carefully and will update the report as appropriate before publishing a final version of the annual report in December 2022.

# # #



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-L

**PREPARED BY:** Jeff Findley, Principal Regional Planner

---

**SUBJECT:**

2022 Annual Listing of Projects with Federal Funding

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Federal legislation requires that Metropolitan Planning Organizations (MPOs) to either publish or make available an annual listing of projects for which Federal funds have been obligated in the preceding year. This listing is required to be consistent with the categories identified within the Federal Transportation Improvement Program (FTIP). MCTC staff recently published the 2022 Annual Listing of Projects with Federal Funding on the [MCTC Website](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-M

**PREPARED BY:** Nicholas Dybas, Associate Regional Planner

---

**SUBJECT:**

FINAL 2022 Madera County Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

**Enclosure:** Yes

**Action:** Adopt the 2022 Madera County Coordinated Public Transit Human Services Transportation Plan – Resolution No. 22-17

**SUMMARY:**

The Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan) is a document that demonstrates and guides Madera County's social service public transportation strategies to better coordinate existing services for utilization by members of the public. The plan outlines the existing transportation and demographic settings, analyzes the needs of the social service transportation system, and identifies strategies to alleviate transportation needs or deficiencies.

MCTC staff released the Draft Coordinated Plan for a 30-day public review and comment period from August 29, 2022, to September 28, 2022. A public hearing was held during the MCTC Policy Board meeting on September 28, 2022. No comments were received.

MCTC staff recommends the MCTC Policy Board adopt the Coordinated Plan by Resolution 22-17.

**FISCAL IMPACT:**

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



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

In the matter of  
**COORDINATED PUBLIC TRANSIT HUMAN  
SERVICES TRANSPORTATION PLAN**

Resolution No.: **22-17**

**WHEREAS,** the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

**WHEREAS,** Federal transit law requires that all projects selected for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. 5310) funding be derived from a locally developed Coordinated Public Transit Human Services Transportation Plan; and

**WHEREAS,** 49 U.S.C. 5310 provides funding to improve the mobility of seniors and individuals with disabilities; and

**WHEREAS,** MCTC, in conjunction with members of the public, local agency staffs, local and regional transportation providers, and other relevant stakeholders, has dedicated significant resources toward planning efforts focused on the transportation needs of low-income, senior, and disabled residents of the Madera County Region, including community-based transportation planning;

**WHEREAS,** MCTC completed the region's Coordinated Public Transit Human Services Transportation Plan in 2015; and

**WHEREAS,** the Coordinated Public Transit Human Services Transportation Plan revises the prior Plan to include new demographic and regional context information, transportation service gaps and solutions, and steps for achieving enhanced future service and transportation coordination among regional providers;

**NOW, THEREFORE, LET IT BE RESOLVED,** that MCTC approves the Coordinated Public Transit Human Services Transportation Plan for the Madera County Region.

The foregoing resolution was adopted this 19<sup>th</sup> day of October 2022 by the following vote:

Commissioner Wheeler  
Commissioner Palmer  
Commissioner Gallegos  
Commissioner Rodriguez  
Commissioner Frazier  
Commissioner Poythress

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission

# MADERA COUNTY TRANSPORTATION COMMISSION

Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, CA 93637  
[www.maderactc.org](http://www.maderactc.org)

## **Coordinated Public Transit Human Services Transportation Plan**

Fiscal Years 2022/23 - 2026/27



October 19, 2022

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# Transportation Planning Acronyms

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## A

ADA: Americans with Disabilities Act

## B

BNSF: Burlington Northern Santa Fe

## C

CARES: Coronavirus Aid, Relief, and Economic Security Act

CATX: Chowchilla Area Transit Express

CPOC: Coordinated Plan Oversight Committee

CTSA: Consolidated Transportation Services Agency

## D

DAR: Dial-A-Ride

## F

FAST: Fixing America's Surface Transportation

FTA: Federal Transit Administration

FY: Fiscal Year

## H

HCBS: Home and Community-Based Services

## I

IIJA: Infrastructure Investment and Jobs Act

## J

JARC: Job Access and Reverse Commute

## L

LTF: Local Transportation Fund

## M

MAP-21: Moving Ahead for Progress in the 21st Century

MCC: Madera County Connection

MCTC: Madera County Transportation Commission

MUSD: Madera Unified School District

## N

NEMT: Non-Emergency Medical Transportation

## O

OAA: Older Americans Act

## R

RTPA: Regional Transportation Planning Agency

*S*

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SSTAC: Social Services Transportation Advisory Committee

STA: State Transit Assistance

*T*

TDA: Transportation Development Act

*U*

UP: Union Pacific

*Y*

YARTS: Yosemite Area Regional Transportation System

## Chapter 1 Introduction

---

Madera County is located in California's San Joaquin Central Valley. Encompassing 2,147 square miles, the County is situated in the geographic center of the State of California along State Route (SR) 99, approximately 18 miles north of Fresno. The County has an average altitude of 265 feet ranging from 180 to 13,000 feet above sea level. The San Joaquin River forms the south and west boundaries with Fresno County. To the north, the Fresno River forms a portion of the boundary with Merced County. Mariposa County forms the remainder of the northern boundary. The crest of the Sierra Nevada Mountains forms the eastern boundary with Mono County. Generally, the County can be divided into three broad geographic regions – the Valley area on the west, the foothills between Madera Canal and the 3,500-foot elevation contour to the crest of the Sierra Nevada Mountains.

Madera County is served by a variety of human service organizations, senior center, private transportation companies and three public transit operators. Transit funding is limited at both the state and federal level. Therefore, it is important for these small organizations to coordinate transportation services in order to maximize mobility for residents and eliminate duplication of services.

The primary focus of this plan is to develop and refine existing implementable strategies that increase mobility for individuals with disabilities, older adults, and people with low incomes through public and stakeholder input through FY26/27. The strategies update the current Coordinated Public Transit Human Services Transportation Plan and involve the public transit operators', private transportation providers, non-profit transportation providers or tribal transportation providers.

### *Federal Grant Eligibility*

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The Madera County Coordinated Public Transit Human Services Transportation Plan identifies the transportation needs of seniors and individuals with disabilities. This plan aims to better understand the needs for wheelchair, paratransit, and low-income transportation. In addition, it aims to identify strategies to improve transportation services and coordination among the human services transportation providers in the region.

This plan serves two purposes:

First, it serves as a framework to improve coordination among transportation service providers and human service agencies in Madera County to enhance transportation services for seniors and individuals with disabilities.

Second, the plan satisfies federal requirements for a “locally developed, Coordinated Human Services Transportation Plan” – or Coordinated Plan – that includes the following elements:

- ❖ An assessment of available services that identify current transportation providers (public, private, and non-profit);
- ❖ An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners, or on more sophisticated data collection efforts, and gaps in service;
- ❖ Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
- ❖ Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities that have been identified.

Furthermore, the plan is a prioritization of transportation services for funding and implementation through the available programs in Madera County.

## POTENTIAL FUNDING SOURCES FOR COORDINATED TRANSPORTATION

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### *Public Transit Funding Sources*

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#### *FTA Section 5311 Rural Area Formula Grants*

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This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Since FY13/14, updates to the application include:

- ❖ Revised maximum project duration to recognize timing of federal grant approval process and State contract execution process
- ❖ Support Employment Services (SES) – a new category reflecting the consolidation of Section 5316 (JARC) funding into rural and urban formula programs under MAP-21. Operating Assistance for existing JARC funding has been “grandfathered” into SES. All applicants can also apply for new operating assistance SES projects. Include operating expenses as part of the regular budget and note the percentage of expenses attributable to SES
- ❖ Fare Table to provide additional information on fare projects used
- ❖ Mobility Management Request Form – now part of Section 5311 program and eligible for up to 80% federal funding



- ❖ In-Kind Valuation Form which may be used with Mobility Management Request
- ❖ New fleet and facility inventory form

#### *FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities*

This program is intended to increase the mobility of seniors and persons with disabilities by providing funds for programs to serve the needs of transit-dependent populations beyond traditional public transportation services and American with Disabilities Act (ADA) complementary paratransit services. At least 55% of program funds must be spent on the types of capital projects which are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% may be used for public transportation projects that exceed the requirements of the ADA, public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and alternatives to public transportation that assist seniors and individuals with disabilities. Funding apportionment for the Section 5310 program changed under the MAP-21 federal surface transportation funding bill.

Funds under the Section 5310 program are apportioned to states for all small urban and rural areas with a population under 200,000 and large urbanized areas (UZAs) over 200,000. Eligible sub-recipients include states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient. Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.

Specific goals for Section 5310 include:

- ❖ Supporting operational effectiveness of non-profit organizations in human services transit delivery
- ❖ Assisting with improving program compliance among participant agencies
- ❖ Identifying barriers and opportunities in improving service coordination
- ❖ Expanding technical capacity for program participants
- ❖ Improving regional understanding of different human-services transit models
- ❖ Creating a needs assessment and short-range plan for establishing an effective mobility management program in the region

#### *Toll Credit Funds in Lieu of Non-Federal Match Funds*

Federal-aid highway and transit projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds, as described above. Through the use of “Transportation Development Credits” (sometimes referred to as toll revenue credits), the non-federal share match requirement in California can be met by applying an equal amount

of Transportation Development Credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

Caltrans has been granted permission by the FTA to utilize Toll Credits and in the past has made credits available for FTA Section 5310, Section 5311, Section 5316, and Section 5317 programs. A potential grantee would need to review any call for projects to determine if Toll Credits will be allowed during that grant cycle.

### *Transportation Development Act Local Transportation Fund Program*

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The major portion of TDA funds is provided through the Local Transportation Fund (LTF). These funds are generated by a ¼ cent statewide sales tax, returned to the county of origin. The returned funds must be spent for the following purposes:

- ❖ 2% may be provided for bicycle facilities per TDA statutes. (Article 4 and 4.5)
- ❖ Up to 5% may be claimed by a Consolidated Transportation Services Agency (CTSA) for its operating costs, purchasing vehicles or purchase of communications and data processing equipment. (Article 4.5)
- ❖ The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by the Transportation Commission that no unmet transit needs exist that can be reasonably met. (Article 4 and 8)
- ❖ If a finding of no unmet needs reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. (Article 8)

### *State Transit Assistance (STA) Funds*

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism which is derived from the statewide sales tax on diesel fuel. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

## *Other Human Service Agency Funding Sources*

### *Older Americans Act (1965)*

The Older Americans Act (OAA) addresses senior's access to health care and their general well-being. The Act established the federal Administration on Aging which is charged with the duty of implementing a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Providing access to nutrition, medical and other essential services are all goals of the Act. There is no specific portion of the funding dedicated to transportation; however,

funding can be used for transportation under Title II (Support and Access Services, Title IV (Grants to American Indian Tribes), and the Home and Community-Based Services (HCBS) program.

### *Medi-Cal*

Medi-Cal is California's health care program for children and adults with limited income and resources. Medi-Cal will pay transportation expenses for non-emergency medical transportation (NEMT) trips for individuals who require wheelchair van, ambulance, litter van or simply a high level of care. However, the transportation provider must be licensed by Medi-Cal.

## STUDY PROCESS

### *Coordinated Plan Oversight Committee*

MCTC understands the importance of input and consensus. Thus, a collaborative process is utilized to create this coordinated planning document. Throughout development of this plan, the Madera County Transportation Commission (MCTC) sought the opinion and feedback of interested parties, including local transit agencies, various social service agencies, tribal governments, non-profit organizations, other stakeholders, and the general public.

MCTC utilized public outreach feedback and comments pertaining to public transit service collected over the last five years from such activities as the Unmet Transit Needs process, Regional Transportation Plan and Sustainable Communities Strategy planning, and feedback from comments received during the development of this plan.

The Stakeholders were invited to become members of the Coordinated Plan Oversight Committee (CPOC) and were involved in development of the Coordinated Plan. Over the course of 3 meetings, MCTC gained insight into their transportation issues and needs.

On April 5, 2022, an introductory meeting was conducted with the CPOC with Local Transit Agencies staff, Madera County Transportation Commission staff, members of the public and other representatives of social service agencies. Participants were given an overview of the process. Participants then began discussing needs and strategies to combat them.

On May 17, 2022, a second meeting was conducted with the CPOC. Participants sought to have involvement from additional organizations and an additional meeting to provide opportunities for input. The discussion for the needs and strategies aimed to refine and specify the language.

On June 10, 2022, a final meeting was conducted with the CPOC. Participants were able to refine and finalize both the Transportation Needs Assessment and the Coordination Strategies along with help from additional community groups who provided input.

## *Survey of Transportation Disadvantaged Populations*

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### *April 20 – Unmet Transit Needs Hearing*

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On April 20, 2022, MCTC conducted the annual Public Unmet Transit Needs Hearing to obtain input on current Unmet Transit needs. The comments were presented to both the Social Services Transportation Advisory Committee (SSTAC) and the CPOC during the needs analysis portion of the plan development.

## Chapter 2 Existing Conditions

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The existing setting forms the basis for transportation demand anticipated to grow as the community's population and employment base expands. This demand will provide the impetus and direction for both the public and private sectors to cooperatively develop effective transportation options.

### CURRENT LAND USES

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Generally, Madera County can be divided into three broad geographic regions – the valley area on the west; the foothills between the Madera Canal and the 3,500-foot elevation contour; and the mountains from the 3,500-foot contour to the crest of the Sierra Nevada Mountains. The Valley area is generally flat and ranges in elevation from 45 to 1,000 feet. This area contains approximately two-thirds of the County's population and includes the cities of Chowchilla and Madera, as well as the unincorporated communities of Fairmead, Madera Ranchos and Bonadelle Ranchos. A well-developed agricultural economic base characterizes this area. The foothill area contains the remaining one-third of the County population residing in the unincorporated communities of Oakhurst, Ahwahnee, North Fork, Coarsegold, Raymond and Yosemite Lakes Park. The agricultural base in this area is primarily grazing. Much of the area's employment base is involved in the tourist-related services with a significant commuter component going to Fresno, Madera and other valley employment and service centers. The mountain area is essentially uninhabited with most of the land located in the Sierra National Forest, Yosemite National Park, Devils Postpile National Monument and the Ansel Adams and John Muir Wilderness Areas. Historically, the national forest area has supported a strong lumber-based economy; however, this has been curtailed by environmental actions.

### POPULATION TRENDS

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As shown in Table 2-1, Madera County's 2020 population was 156,255, according to the U.S. Census. The table shows the distribution of the total population from 1990 to 2020 among the incorporated areas and the unincorporated areas. The County's population rose from 88,090 in 1990 to 156,255 in 2020. In 2020, the unincorporated county area accounted for 46% of the County population compared to 42% for the City of Madera and 12% for the City of Chowchilla.

*Table 2-1 Madera County Population Trends 1990 - 2020*

LOCATION	1990		2000		2010		2020	
	POPULATION	% OF TOTAL	POPULATION	% OF TOTAL	POPULATION	% OF TOTAL	POPULATION	% OF TOTAL
City of Madera	29,281	33%	43,207	35%	61,416	41%	66,224	42%
City of Chowchilla*	5,930	7%	11,129	9%	18,720	12%	19,039	12%
Unincorporated Area	52,879	60%	68,775	56%	70,729	47%	70,992	45%
<b>Total County</b>	<b>88,090</b>	<b>100%</b>	<b>123,109</b>	<b>100%</b>	<b>150,865</b>	<b>100%</b>	<b>156,255</b>	<b>100%</b>

\*2000, 2010 and 2020 includes population from two women's prisons.

Source: U.S. Census

In 2020, 30.3% of Madera County's population was under 20 years old, 55.4% between 20 and 64 years, and 14.3% over 65 years of age or older. In terms of racial breakdown, 55.3% of the population was Hispanic, 33.2% white (not Hispanic or Latino), 4.2% African-American, 4.4% American Indian, and 2.9% Asian or Pacific Islander. The population of Madera County is projected to reach 178,070 in 2030.

## TRANSIT DEPENDENT POPULATIONS

Madera County has made notable progress in addressing many public transit needs throughout the region. MCTC's "Unmet Transit Needs" process annually determines whether transit needs within Madera County exist and must ensure that these needs have been reasonably met by County transit systems. These transit systems provide vital transportation services while reducing single-occupancy vehicle trips and improving air quality. Madera County's future population growth, combined with an increase in transit-dependent residents, rising fuel costs, changing demographics, and travel patterns, undoubtedly will impact the demand for transit services. While public transit will continue to play an important role in the mobility of those who are dependent on transit as a lifeline service and increasingly for those residents seeking transportation options, delivery of transit services must be reliable, convenient, and cost-effective.









Table 2-2 Major Employers in Madera County

EMPLOYER	TYPE	NUMBER OF EMPLOYEES	LOCATION	SERVED BY TRANSIT
Madera Unified School District ❖ Madera High School ❖ Madera South High School ❖ Matilda Torres High School	Public	3,500	Madera	Yes Yes Yes
State of California ❖ Valley State Prison for Women	Public	2,600	Chowchilla	Yes Yes
Children's Hospital	Private	2,500	County	Yes
County of Madera ❖ Madera County Mental Health	Public	1,700	County	Yes Yes
Chukchansi Gold Resort & Casino	Private	1,400	Coarsegold	Yes
Madera Community Hospital	Private	936	Madera	Yes
City of Madera ❖ Madera City Hall	Public	400	Madera	Yes
Ardagh Group	Private	350	Madera	Yes
Constellation Brands	Private	350	Madera	Yes
Walmart	Private	350	Madera	Yes
U.S. Government	Public	300	Madera	Yes
Lion Raisins, Inc.	Private	250-499	County	No
San Joaquin Wine Co.	Private	250-499	County	No
Lamanuzzi & Pantaleo Cold Storage	Private	250-499	County	No
Cherokee Freight Lines	Private	250-499	Madera	Yes
Baltimore Aircoil Co.	Private	242	Madera	Yes
Community Action Partnership of Madera County	Private	235	Madera	Yes
CertainTeed Corp.	Private	185	Chowchilla	Yes
JBT Food Tech	Private	165	Madera	Yes
EVAPCO, Inc.	Private	140	Madera	Yes
Warnock Food Products	Private	130	County	No
Georgia-Pacific Corp-Madera	Private	125	Madera	Yes
Home Depot	Private	100-249	Madera	Yes
Lowe's Home Improvement	Private	100-249	Madera	Yes
Sierra Tel	Private	100-249	Oakhurst	Yes
Span Construction, Inc.	Private	100-249	Madera	Yes
Madera Rehab Center	Private	100-249	Madera	Yes
Azteca Milling	Private	100	Madera	Yes
Oldcastle Enclosure Solutions	Private	100	Madera	Yes

Source: Madera County Economic Development Commission

## COVID-19 PANDEMIC

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The transit industry worldwide has experienced an unprecedented ridership decline due to the COVID-19 pandemic. Beginning in the latter half of FY 2019/20, the COVID-19 pandemic resulted in significant declines in ridership and farebox revenue. In many instances, transit operators strove to retain operations staff despite adopting a reduced schedule, resulting in significant changes to many cost-related performance metrics. While infusion of funding through the CARES Act and other actions have mitigated some of the lost revenues, most transit programs have yet to return to pre-pandemic ridership and farebox levels. Madera County transit operators will be challenged to ensure safe, reliable, and quality services can be provided to return to pre-pandemic ridership levels.

## INFRASTRUCTURE INVESTMENT AND JOBS ACT

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On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs (IIJA) Act (Pub. L. No. 117-58) into law. The IIJA authorizes \$1.2 trillion over a decade. Of that, about \$550 billion is new spending. Specifically, the bill authorizes:

- \$66 billion on passenger/freight rail
- \$39 billion on public transit
- \$15 billion on electric vehicles
- \$11 billion on transportation safety programs

## INFLATION

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The annual inflation rate in the United States is 9.1% for the 12 months ended June 2022. This is the largest annual increase since November 1981 and after rising 8.6% previously, according to Department of Labor data published July 13, 2022.

Increasing costs for goods and energy will seriously impact the ability of transit agencies to operate frequent services on routes, staff vehicles, and implement infrastructure projects such as bus shelters and charging stations.

## Chapter 3 Transportation Providers

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### EXISTING PUBLIC TRANSPORTATION

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Public transit in Madera County includes Madera Metro fixed route and Dial-A-Ride, Madera County Connection, fixed route, Dial-A-Ride, MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride, Eastern Madera County Senior Bus, Escort Program, Chowchilla Area Transit Express specialized social service transportation services, intercity bus with Greyhound, taxi services and ride hailing services with Uber and Lyft. Public transportation is provided by fixed-route and demand-response transit systems, as described below.

#### *City of Madera*

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The City of Madera and its environs are served by several public and private transportation providers. The city operates the **Madera Metro (Metro)** fixed-route system and **Madera Dial-A-Ride (DAR)**, a general public demand-responsive system. Both services are operated under contract with MV Public Transportation.

##### *Madera Metro*

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The Madera Metro is a fixed-route system that operates weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operates primarily within the city limits, as shown in Figure 3-1. The system transported over 55,700 riders in FY 20/21. The city completed the construction of the new Madera Transit Center located at 1951 Independence Drive. The facility opened in the fall of 2020 and provides facilities for fueling, washing, maintenance, parking, and administrative functions.

##### *Madera Dial-A-Ride*

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Dial-A-Ride is a general public system primarily serving the elderly and disabled. The service operates weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted on Figure 3-2, and transported 4,300 riders in FY 20/21.

Figure 3-1 Madera Metro Route Map

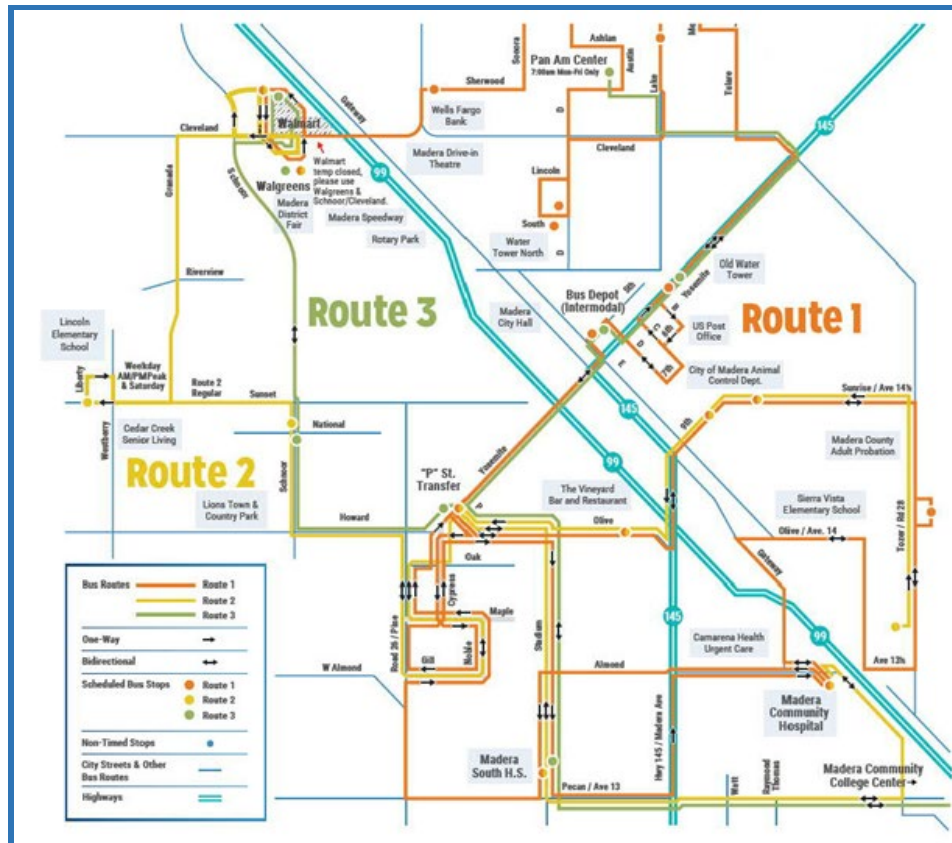
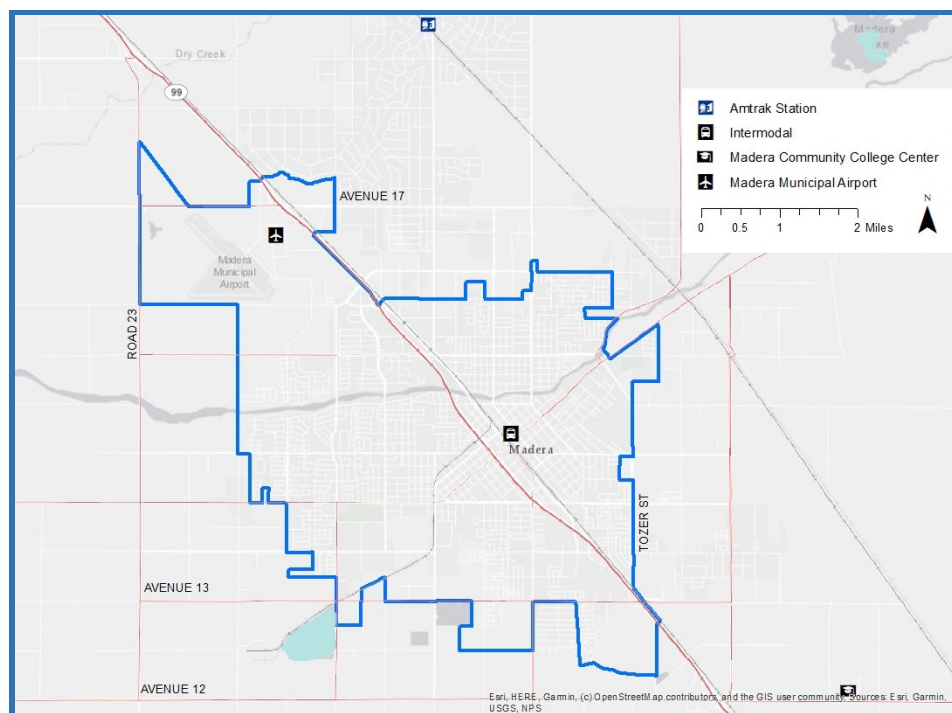


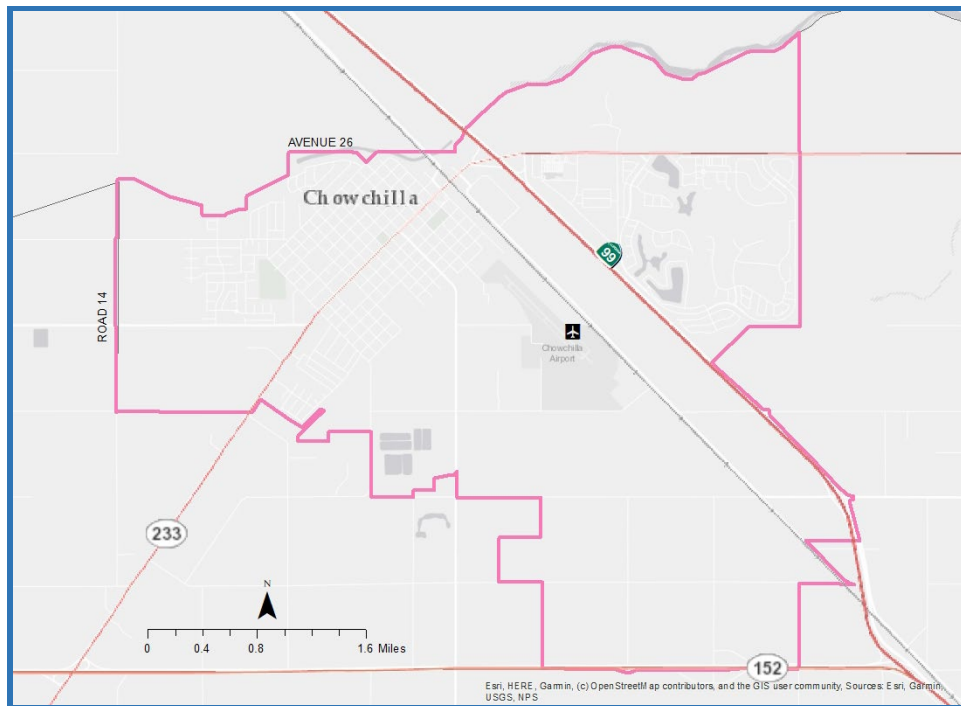
Figure 3-2 Madera Dial-A-Ride Service Area



## City of Chowchilla

The City of Chowchilla operates **Chowchilla Area Transit Express (CATX)**, a general public, demand-responsive service within Chowchilla city limits area shown in Figure 3-3. Service is offered weekdays from 7:30 a.m. to 4:00 p.m.

Figure 3-3 CATX Service Area



## County of Madera

Madera County operates a general public, fixed-route system, and demand-response services. The **Madera County Connection (MCC)** is an inter-city fixed-route bus service. **MCC Madera Dial-A-Ride** and **MCC Chowchilla Dial-A-Ride** are general public, demand-response services.

The County operates two specialized services. The **Eastern Madera County Senior Bus Program**, an intra-community demand-response bus service, serves seniors and disabled residents, and the **Eastern Madera County Escort Program** is an intercity demand-response van service. County services are operated by a third-party contractor, Fresno Economic Opportunities Commission (Fresno EOC).

### Madera County Connection

MCC is a general public, inter-city, fixed-route weekday service. As shown in Figure 3-4, the system operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children's Hospital of

Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/La Vina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Monday, Wednesday, and Friday.

MCC operates weekdays from about 6:00 a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route operates Monday, Wednesday, and Friday from 8:45 a.m. to 2:00 p.m. In FY 2020/21, MCC transported a total of 13,695 riders.

#### *MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride*

MCC also provides general public demand-response service to County areas surrounding the cities of Madera and Chowchilla, as reflected in Figure 3-5 and Figure 3-6 respectively. MCC Madera Dial-A-Ride service is provided Monday through Friday from 7:00 a.m. to 6:30 p.m., Saturday from 9:00 a.m. to 4:00 p.m., and Sunday from 8:30 a.m. to 2:30 p.m. MCC Chowchilla Area Dial-A-Ride service is provided Monday through Friday from 8:30 a.m. to 3:30 p.m.

Each of these services is operated with one 16-passenger bus. Reservations can be made a day in advance or up to two hours prior to the time of pick up. In FY 2020/21, MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride transported 2,479 riders and 214 riders, respectively.

#### *Eastern Madera County Senior Bus*

The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County seniors 60 years and older and disabled residents. As shown on Figure 3-7, the service area encompasses a large region, including Oakhurst, Bass Lake, Coarsegold, and Ahwahnee. The system utilizes two 18-passenger lift-equipped buses. Each bus is fully air conditioned, accommodates two wheelchairs and has front and rear running signs. This service is reserved for seniors and disabled individuals and requires an approved application to use this service. The one-way fare on the Senior Bus is \$1.50. A 24-hour advance reservation is required, except for medical emergencies. The service had a ridership of 1,923 in FY 2020/21.

#### *Eastern Madera County Escort Service*

The Medical Escort Service has been in operation since 1988 as a demand-response, general public transportation service. The system provides transportation to medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County general public residents with an emphasis on serving senior residents 60 years and older and the disabled.

Service is provided on Tuesdays and Thursdays from 8:30 a.m. to 4:30 p.m. A 24-hour advanced reservation is required, except for medical emergencies. Individual requests for a ride are coordinated through a contracted exchange service. The Escort Service serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County region as far as the Cities of Madera, Fresno, and Clovis. The system utilizes two vehicles (one active and one backup). The five-passenger vans may carry one wheelchair. The service transported 287 riders in FY 2020/21.

*Figure 3-4 MCC Fixed-Route Service Area*





**MCC**

**Dial-A-Ride**

AVE 19

Amtrak Station

RD 24

AVE 18

RD 26

AVE 17

RD 27

ELLIS ST

HWY 99

Airport

Walmart

AVE 15 1/2

CLEVELAND AVE

Rancho San Miguel

Intermodal

Yosemite Ave

Bethard Square

HOWARD RD

Madera Community Hospital

RD 29

RD 29 1/2

AVE 14

AVE 13

PECAN AVE

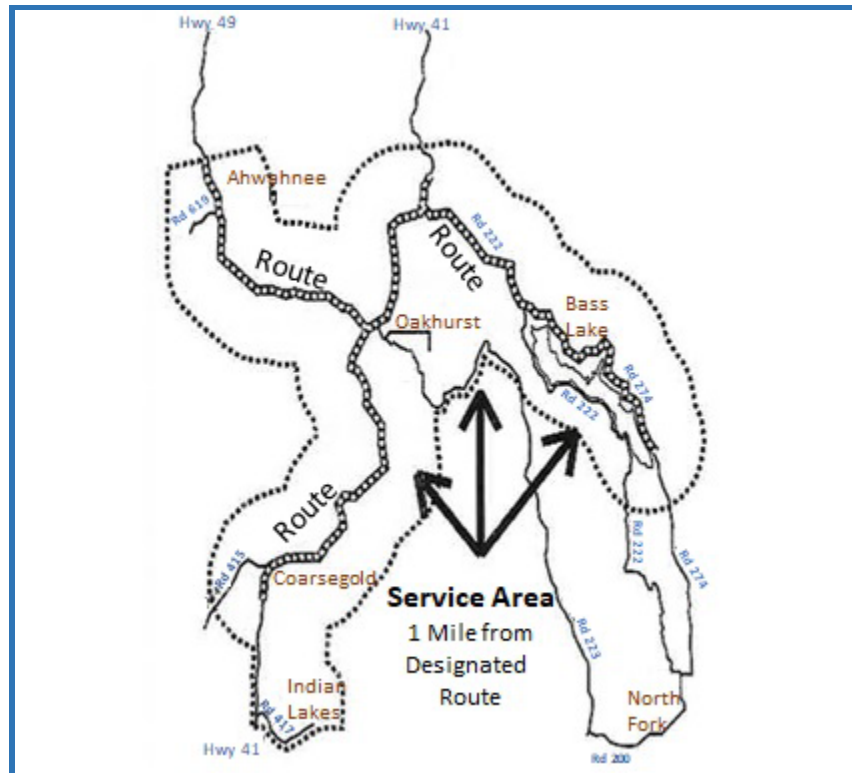
HWY 145

AVE 12

AVE 12 1/2

Madera Community College Center



*Figure 3-7 Eastern Madera County Senior Bus Service Area*

## Other Transportation Providers

### *California Vanpool Authority (CalVans)*

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work. The service encompasses the agricultural industry, general labor, and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently serves the Counties of Madera, Fresno, Imperial, Kern, Kings, Merced, Monterey, Riverside, San Benito, San Joaquin, San Luis Obispo, Santa Barbara, Santa Cruz, Stanislaus, Tulare, and Ventura.

All CalVans vanpools base the cost per trip on the number of passengers and distance traveled. The more riders, the less each rider pays. The fare could be as little as \$2.00 per day. CalVans bills the driver on a monthly basis to recover all costs. The driver then divides the bill among the passengers, gathers the payments from each rider, and forwards them to CalVans every month.

### *Yosemite Area Regional Transportation System (YARTS)*

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

YARTS fares vary based on distance; all fares to the park include the entrance fee to Yosemite National Park. Round Trip fares for the Highway 41 route range from \$5.00 to \$34.00. YARTS service on Highway 41 is seasonal, providing service through the summer months.

### *Social Service Transportation Providers*

As shown in Table 3-1, five social service agencies provide transportation in Madera County. These agencies largely provide service to their clients and to specific sites.

*Table 3-1 Social Service Transportation Providers in Madera County*

SOCIAL SERVICE AGENCY	TRANSPORTATION PROVIDED
Heartland Opportunity Center	<ul style="list-style-type: none"> <li>❖ Demand-response service</li> <li>❖ Weekdays from 8 a.m. to 4 p.m.</li> <li>❖ Serves disabled persons over 18 years old</li> </ul>
Davita Dialysis	<ul style="list-style-type: none"> <li>❖ Demand-response service</li> <li>❖ Monday – Saturday from 5 a.m. to 9 p.m.</li> <li>❖ Serves dialysis patients</li> </ul>
American Cancer Society	<ul style="list-style-type: none"> <li>❖ Volunteer driver program using private vehicles</li> <li>❖ Serves ambulatory cancer patients</li> <li>❖ Suspended during the pandemic</li> </ul>
Madera County Public Health Department	<ul style="list-style-type: none"> <li>❖ Anthem Blue Cross, Cal Viva and MediCal offer transportation services for insurance holders</li> </ul>
Camarena Health	<ul style="list-style-type: none"> <li>❖ Provides patients with free bus tickets on Metro, MCC and DAR services</li> </ul>

### *Private Providers*

Several private carriers provide inter-city services, including Greyhound and Madera Cab Company. Greyhound operates seven days per week from the City of Madera's Downtown Intermodal Center on North "E" Street to cities throughout the valley. Madera Cab Company provides service in Madera County seven days per week, 24 hours per day.

Lyft and Uber operate in the greater Fresno area, including parts of Madera County. These ridesharing companies provide customized person-to-person travel solutions, smart phone reservations and payments, with fares established by the companies and will travel to a requested destination within designated boundaries.

### *Passenger Rail / Support Facilities*

---

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Before the pandemic, Amtrak operated seven days per week with fourteen daily stops in Madera along the BNSF Railroad alignment. However, during the pandemic, Amtrak operated with ten daily stops. As of July 22, 2022, service has been restored on two trips, giving a current total of twelve daily stops in Madera. The nearest stop to the north is Merced and to the south, Fresno.

## Chapter 4 Transportation Needs Assessment

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Federal guidelines related to coordinated transit planning require an assessment of transportation needs for residents with disabilities, older adults, and low-income individuals. The needs assessment for Madera County was developed from input obtained through the review of existing services and needs and coordination with the Coordinated Plan Oversight Committee (CPOC), composed of transit and human service agencies staff, as well as residents with disabilities and older adults.

### Existing Coordination of Services

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Coordination efforts are underway and continuing in Madera County. A number of major public transit milestones have been reached in Madera County changing the way in which transit services are delivered in the region.

Significant fixed-route and demand-responsive service changes in the City of Madera and its environs have resulted from in-depth assessments of transit needs. These studies have resulted in comprehensive planning analyses and notable service improvements.

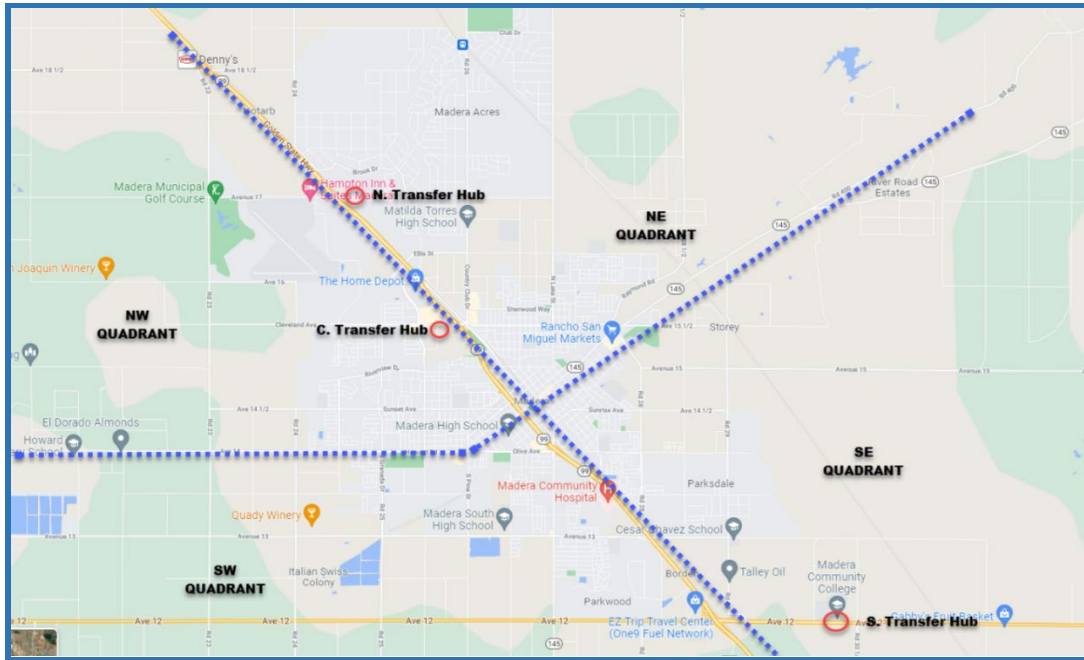
In addition to assisting passengers with trip planning and other services, Madera Metro is in close contact with a wide variety of human service agencies. Specifically, Metro has coordinated with different human service agencies and other regional entities in the area in the following ways:

- ❖ Coordinates with riders and agencies to offer timed transfer connections
- ❖ Coordinates with the Community Agencies to provide transportation to/from the day program from consumers' homes
- ❖ Social Agencies refer to clients to local transit services
- ❖ Multiple agencies purchase Metro, Dial-A-Ride, CATX and MCC bus passes for their clients.

### Potential Coordination Opportunities

---

In the spring of 2022, Madera Metro completed Phase 1 of the Madera Transit Plan. Phase 2 aims to incorporate local mobility hubs across the City of Madera, as shown in Figure 4-1. The purpose of these mobility hubs is to tie together the four designated quadrants of the city, divided by SR-99, Yosemite Ave, and Howard Road. Currently, transfer hubs are planned near the intersection of SR-99 and Avenue 17, the intersection of Schnoor Ave and Cleveland Ave, and at the Madera Community College. These hubs will offer transfers to other Metro routes, MCC routes, and other fixed-route services, allowing additional transfer points to traverse the city outside of downtown.

*Figure 4-1 Madera Transit Plan Quadrants and Hubs*

Madera County Social Services had noted that their agency had many resources available for the production and distribution of information and offered to share their resources to transit partners in order to better educate the public on resources available.

An idea to create a unified log for all public and private transit services was considered. This would allow riders to compare transit options as well as view how the different transit options interact with each other.

Madera Unified School District (MUSD) was present to describe the resources and methodology used for the transportation of students to schools in the County. Consideration was given for the ability of MUSD to effectively transport students. For gaps in service area where neither MUSD nor Madera Metro operated, alternative transportation, specifically active transportation, was identified as an area to explore.

## Major Barriers to Coordination

The idea for a unified log for all transit services has been considered before, but several issues hindered its implementation. Changes to different services' schedules occur frequently, so printed bus schedules become outdated. Once distributed, there is no way to guarantee their accuracy. A Local Transit Guide was published previously detailing all transit services within the County. However, it also became outdated with time. Other agencies in the region had attempted to reprint their transit guides in order to keep up with changes in service, but it was found to be cost-prohibitive.

MUSD has its own independent guidelines and routing for service. Additionally, per 49 CFR Part 605 Subpart B, “no recipient or operator of project equipment shall engage in school bus operations using buses, facilities, or equipment funded under the Acts.” This stipulation outlines transit operators cannot share resources with school transport. However, transit operators can provide students with service as part of their regular routes and schedules. They can even provide “tripper service” to manage overloads, but it must be open to the public and cannot be designated “school bus” or “school special.”

## Duplication of Services

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The primary goal of coordination is to maximize limited transportation resources by eliminating duplication of the same type of transportation services. Examples of duplication of services may include:

- Multiple agency vans providing transportation along the same route at the same time
- Multiple volunteer driver programs which, if combined, could maximize the use of volunteers as well as administrative staff time
- Vehicles which lay idle for a good portion of the week
- Multiple contracts for vehicle maintenance. Through economies of scale, several agencies could potentially obtain a lower rate for maintenance
- Eligibility requirements for program services sometimes result in duplication of services. For example, grant funding for senior services may only be used to transport seniors even if the van stops near a “non-senior” activity center

There is no significant duplication of services in Madera County. In general, human service agencies refer transit dependent clients to Madera Metro, CATX, MCC, and respective Dial-A-Ride services when possible, and only provide transportation to/from destinations outside the public transit service area and operating hours.

## Gaps in Service

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As with all smaller counties with rural areas, Madera County is plagued with the problem of how to connect transit dependent residents living in remote outlying areas to services in the larger communities. Whether it is due to a lower cost of living or a higher quality of life, there will always be a part of the transit dependent population who live far from the goods and services they require.

Additionally, due to the pandemic and repercussions from it, services have been reduced. While pandemic stimulus funding did help keep services funded in lieu of fare revenue, with the expiring of these funding methods, services may not return to pre-pandemic strength for some time.

## Unmet Transit Needs

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The Transportation Development Act requires that the Regional Transportation Planning Agency (RTPA) establish an appropriate citizen participation process including at least one public hearing represented by the Social Services Transportation Advisory Council (SSTAC) to hear the transit needs of the transit disadvantaged population. The following outlines some of the unmet needs for older adults, low income and individuals with disabilities which have been discussed at recent unmet needs hearings.

- Request to add a bus stop at Walmart
- Need for wastebaskets at bus stops in the City of Madera
- Improve wait times for buses
- Need for infrastructure improvements
- Desire for improved customer service
- Request for fare decrease
- Request for service expansion

## Chapter 5 Coordination Strategies

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The final step in the coordinated planning process is to develop strategies to address the gaps in service and transportation needs identified in the previous chapters. The following coordinated strategies are based on the original coordinated strategies set forth in the 2015 Coordinated Plan, updated based on public input and current conditions to ensure that they meet current transportation needs for low income, older adults, and residents with disabilities. These strategies were developed in close coordination with the SSTAC, human service agencies, local transit providers, and community members.

These coordinated strategies are intended to provide general guidance to local transit providers as well as to human service agencies and other local officials. The primary goal of this document is to provide background information and demonstrate the need for transportation services that can be used for the purpose of securing grant funding and ensuring that it will be well used to address the specific needs of the region. Detailed cost or ridership estimates are not provided, as it is intended these specifics will be finalized at a later stage in the development of transportation services. The coordinated strategies are intentionally broad, in order to allow for flexibility for implementation, as needs and funding sources may change over time. These strategies are designed to maximize current community financial and other resources as well as potential outside funding sources.

### Evaluation Criteria

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Each strategy was evaluated by the Coordinated Plan Advisory Committee and the SSTAC according to evaluation criteria developed through the previous coordinated planning effort. Three separate evaluation criteria were set forth.

#### *CRITERIA 1: COORDINATION*

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How would the strategy build upon existing services? The strategy should:

- ❖ Avoid duplication and promote coordination of services and programs
- ❖ Allow for and encourage participation of local human service and transportation stakeholders

#### *CRITERIA 2: MEETS DOCUMENTED NEED*

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How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit Human Services Transportation Plan? The strategy should:

- ❖ Provide service in a geographic area with limited transportation options



- ❖ Serve a geographic area where the greatest number of people need a service
- ❖ Improve the mobility of the clientele subject to state and federal funding sources (i.e., low income, elderly, persons with disabilities)
- ❖ Provide a level of service not currently provided with existing resources
- ❖ Preserve and protect existing services

### CRITERIA 3: FEASIBILITY OF IMPLEMENTATION

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How likely is the strategy to be successfully implemented? The strategy should:

- ❖ Be eligible for grant funding
- ❖ Result in efficient use of available resources
- ❖ Have a potential project sponsor or individual champion with the operational capacity to carry out the strategy
- ❖ Have the potential to be sustained beyond the grant period

### Coordinated Strategies

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*Strategy #1 – Reconvene CPOC more frequently due to rapidly changing aspects due to the COVID-19 pandemic, Infrastructure Investment and Jobs Act, inflation etc.*

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As documented in Chapter 2, several national ongoing events are having impacts on the operations of local transit providers. Since March 2020, the world is still reeling from the COVID-19 pandemic and the pervasive repercussions from it. In November 2021, the Infrastructure Investment and Jobs Act was passed. As of July 2022, inflation was 9.1%. Due to the several once-in-a-generation events occurring simultaneously, different aspects of transit operations are constantly changing.

Considering that the previous Coordinated Plan was approved in 2015, maintaining an accurate plan become difficult given the large length of time between publications. CPOC recognized the present abnormal environment. CPOC recommends reconvening the Committee and to alter the Coordinated Plan on a more frequent basis.

*Strategy #2 – Create a unified log of all transit services available, public and private, within the County of Madera to combat issues in adapting to new routes and schedules*

---

As listed in Chapter 3, there are many public and private transit providers in Madera County. The City of Madera offers Madera Metro (Metro) and Madera Dial-A-Ride. The City of Chowchilla offers Chowchilla Area Transit Express (CATX). The County of Madera offers Madera County Connection (MCC), MCC Madera Dial-A-Ride, MCC Chowchilla Dial-A-Ride, Eastern Madera

County Senior Bus Program, and Eastern Madera County Escort Program. Additionally, there is the California Vanpool Authority (CalVans), the Yosemite Area Regional Transportation System (YARTS), social service transportation providers, private providers, and passenger rail.

In order to keep track of all transit services available as well as their operational status, a unified log of all transit services available should be created and made readily available to be viewed by the general public. This log should be digital to allow for changes to be implemented constantly and immediately so that the information provided is always up to date and to save money on printing.

*Strategy #3 – Utilize local government agencies for outreach and advertising; engage in cross-agency public events*

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When it comes to awareness of available services, many stakeholders noted that promotion of services was desired by their respective constituents. While all transit agencies currently engage in marketing at their respective facilities and websites, there is a continued need for more. Ideas were given for promoting transportation services in public areas and public events. These would include information on services available as well as their interaction with other services.

In attempting to better market available service, cross-agency involvement was highlighted as a potential avenue to explore. Many local agencies outside of transportation have resources for advertisement to reach their respective constituencies. These resources may be made available to transit agencies in order to market through new channels with new technologies. This aims to reach a wider audience throughout Madera County.

*Strategy #4 – Encourage alternative transportation options for schools*

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A major problem identified in regard to local transportation was the influx of traffic due to transporting children to school during the morning rush hour. While Madera Unified School District does offer bus services, many arterial roads throughout the city are congested with drivers trying to get to and from schools across Madera County.

Alternative transportation methods for students should be explored in order to ease congestion during rush hour. These alternative options may include:

- Child ridesharing
- Passenger vans
- Safe Routes to School
- Walking school bus

Additionally, transit services should coordinate with schools to optimize routes so areas not served by school bus service may have other options available.



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 4-N

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

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 13

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 13

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 13, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR'S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION COMMISSION FOR THE  
PERIOD OF NOVEMBER 1, THROUGH  
NOVEMBER 30, 2022 PURSUANT TO BROWN  
ACT PROVISIONS**

Resolution No.: **21-15**  
**Amendment No. 13**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 19<sup>th</sup> day of October 2022 by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 5-A

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

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**SUBJECT:**

CalVans Presentation

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California Vanpool Authority (CalVans), established in 2011, is a Public Transit Agency providing commuter and farm worker vanpool services. The agency is formed through a joint powers agreement (JPA) between Fresno, Imperial, Kings, Madera, Merced, Monterey, San Joaquin, Santa Barbara, Stanislaus, Tulare, Ventura, and Riverside counties.

CalVans is authorized to own, operate, and administer a vanpool transportation system in the counties of the member agencies. It provides residents and businesses in the Madera region the use of two services: the Farmworker Vanpool Program and the General Public Vanpool Program. The CalVans Board of Directors is comprised of representatives from each of the member agencies. One voting member and an alternate is appointed by the member agency.

Georgina Landecho, Executive Director, CalVans will provide a brief presentation on CalVans. Additional information on CalVans can be found by accessing this link: [www.calvans.org](http://www.calvans.org).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 5-B

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

**SUBJECT:**

Yosemite Area Regional Transportation System (YARTS) Update

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Yosemite Area Regional Transportation System (YARTS) is a fixed route public transit system that connects Yosemite National Park to communities in the San Joaquin Valley and central and eastern Sierra regions. The system provides service to passengers from all over the world to destinations in Yosemite National Park as well as destinations in gateway communities such as Oakhurst and Mariposa. The system serves a convenient interregional transportation alternative for residents and employees from local communities.



YARTS Service Area



YARTS began operations along the State Route 41 corridor between Fresno Airport and Yosemite Valley in 2015. The State Route 41 service operated during the peak tourism season from May 9, 2022, to September 9, 2022, and included stops at Chukchansi Gold Resort, Coarsegold Market, and Best Western Plus Yosemite Gateway Inn in Oakhurst.

The State Route 41 YARTS service was funded through Fresno Council of Governments (FCOG). The contract with the FCOG came to an end at the conclusion of the summer of 2022 and will not continue. YARTS plans to operate out of Oakhurst starting the summer 2023.

YARTS staff held a workshop in Yosemite National Park on October 17, 2022, regarding the status of the systems budget, fleet, ridership and operations, the five-year service and budget outlook, and potential future funding sources. YARTS staff will be present for this agenda item for questions and discussions.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

Executive Minutes – October 19, 2022

**Enclosure:** Yes

**Action:** Approve October 19, 2022 meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the October 19, 2022, Policy Board Meeting

**FISCAL IMPACT:**

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

# MADERA COUNTY TRANSPORTATION COMMISSION

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## EXECUTIVE MINUTES

**Date:** September 28, 2022

**Time:** 3:00 pm

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

**Members Present:** Vice Chair, Diana Palmer, Council Member, City of Chowchilla  
Brett Frazier, Supervisor, County of Madera  
Jose Rodriguez, Council Member, City of Madera  
Robert Poythress, Supervisor, County of Madera  
Alt. Leticia Gonzalez, Supervisor, County of Madera  
Alt. Santos Garcia, Council Member, City of Madera

**Members Absent:** Chairman Tom Wheeler, Supervisor, County of Madera  
Cecelia Gallegos, Council Member, City of Madera

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

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

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

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

No public comment was received.

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

### 4. POLICY TRANSPORTATION CONSENT ITEMS

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

- A. USDA Fiscal Year (FY) 2022 Increasing Land, Capital, and Market Access Program  
**Action:** Information and Discussion Only
- B. FY 2022 Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program  
**Action:** Information and Discussion Only
- C. Strategic Growth Council AB 285 Final Report: Summary of Stakeholders Feedback Released  
**Action:** Information and Discussion Only
- D. Letter of Support for Safe Streets and Roads for All (SS4A) County of Madera Comprehensive Safety Action Plan Development Project  
**Action:** Information and Discussion Only
- E. Letters of Support for 2022 Local Partnership Program (LPP) Competitive Grant and FY 2022 Reconnecting Communities Program (RCP) for State Route 99/233 Chowchilla Multimodal Interchange Improvement Project.

**Action:** Approve and Authorize Chair to sign Letter of Support

- F. Letter of Support for Cycle 11 Highway Safety Improvement Program (SIP) Grant for Madera County Intersections Improvement Projects  
**Action:** Information and Discussion Only
- G. Fiscal Year (FY) 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program  
**Action:** Information and Discussion Only
- H. California Strategic Investment Strategy (CSIS) and Local Sponsored Project Initiation Documents  
**Action:** Information and Discussion Only
- I. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 12- (Type 1 – Administrative Modification)  
**Action:** Ratify
- J. Postponement: Cottonwood Creek Groundbreaking Ceremony  
**Action:** Information and Discussion Only
- K. Continuation of Teleconferenced Meeting – Resolution 21-15 Amendment No. 12  
**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No. 12

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

Upon motion by Commissioner Frazier, seconded by Commissioner Poythress to approve Consent Calendar items A-K. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Chair Palmer	Yes
Vote passed 6-0	

## 5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. PUBLIC HEARING: 2022 Madera Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

Vice Chair Plamer opened the floor for public comments. Hearing no comments, the floor was closed.

**Action:** Conduct public hearing and receive testimony for the 2022 Madera County Coordinated Public Transit Human Services Transportation Plan.

- B. State Legislative and Budget Update

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

- C. Finish the SR 99 – Status and Letter of Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 Trade Corridor Enhancement Program (TCEP) Grant Application

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Poythress authorizing Chair to sign Letter of Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 TCEP Grant Application. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Chair Palmer	Yes

Vote passed 6-0

- D. 2022 Valley Voice – Washington D.C. Recap

**Action:** Information and Discussion Only

- E. Regional Early Action Planning Grants of 2021 (REAP) 2.0 – Advance Allocation

**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Gonzalez delegating authority to Executive Director to submit and Advance Application for the REAP 2.0 Program with the adoption of Resolution No. 22-14. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Chair Palmer	Yes

Vote passed 6-0

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Chair Palmer	Yes

Vote passed 6-0

### 7. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – August 31, 2022

**Action:** Approve August 31, 2022, meeting minutes

#### Approval Administrative Consent Calendar Action A

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Gonzalez, to approve the Administrative Consent Calendar Item A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Chair Palmer	Yes

Vote passed 6-0

## 8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

### A. FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 2

**Action:** Upon motion by Commissioner Frazier, seconded by Commission Poythress to approve OWP & Budget – Amendment No. 2. A vote was called. and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Chair Palmer	Yes

Vote passed 6-0

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

## 9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

### A. Measure T FY 2022-23 Annual Work Program

**Action:** Information and Discussion Only



B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 12

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-2 Amendment No. 11

**Authority Administrative Consent Calendar Action on Items A-B**

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Rodriguez, to approve the Authority Administrative Consent Item A-D. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gonzalez	Yes
Commissioner Garcia	Yes
Vice Palmer	Yes
Vote passed 6-0	

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

NONE

**OTHER ITEMS**

**11. MISCELLANEOUS**

A. Items from Staff

No Items from staff

B. Items from Caltrans

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

C. Items from Commissioners

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

**12. CLOSED SESSION**

None

**13. ADJOURNMENT**

Meeting adjourned at 4:38 pm.

Next meeting scheduled for Wednesday, October 19, 2022

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 9-A

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

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**SUBJECT:**

HdL Newsletter 2nd Qtr 2022

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in the agenda packet for your information is the 2<sup>nd</sup> Quarter Measure T Newsletter from HdL.

**FISCAL IMPACT:**

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

# MADERA COUNTY MEASURE T

## SALES TAX UPDATE

### 2Q 2022 (APRIL - JUNE)



MADERA COUNTY MEASURE T

10.7%

TOTAL: \$ 4,280,498

2Q2022



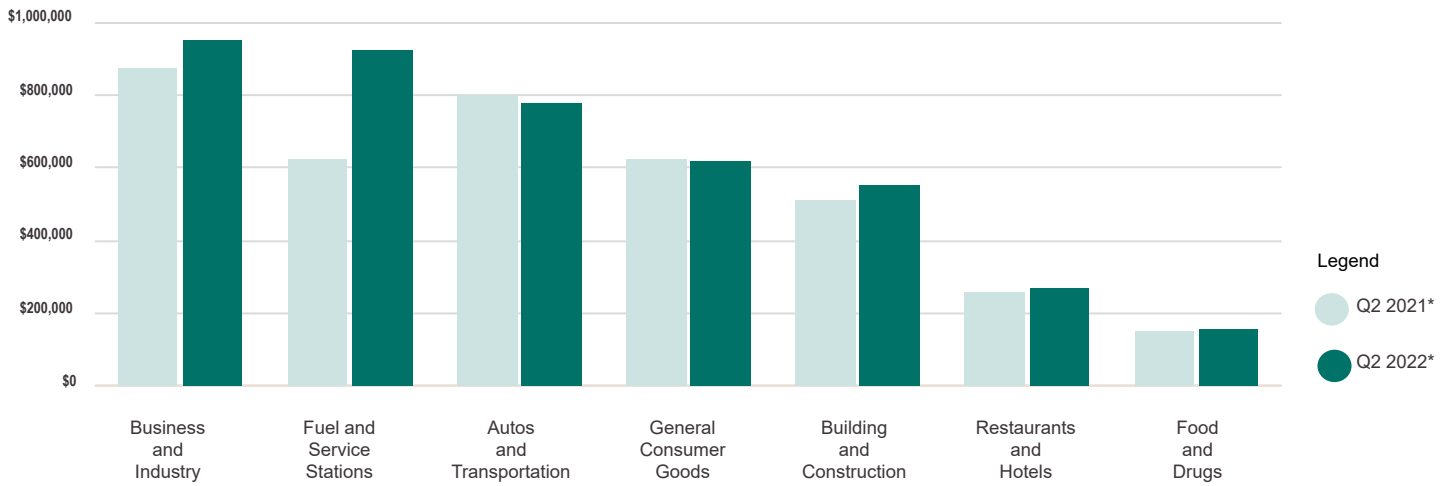
10.1%

STATE



\*Allocation aberrations have been adjusted to reflect sales activity

#### SALES TAX BY MAJOR BUSINESS GROUP



#### MADERA COUNTY TRANSPORTATION COMMISSION - MEASURE T HIGHLIGHTS

Madera County Transportation Commission - Measure T's receipts from April through June were 7.4% above the second sales period in 2021. Excluding reporting aberrations, actual sales were up 10.7%.

New vehicle sales suffered within the autos-transportation group as reduced inventory continues to be an issue along with the

higher pricing to acquire a vehicle. Savvy shoppers have sought out used auto deals to find value. Global crude oil prices continue to break records propelling fuel/service station receipts.

The business-industry sector reported solid sales even when compared with some one-time allocations in the prior year. With

higher input costs in the agricultural industry ranging from farm machinery parts, fertilizer to energy costs, made for gains in garden/ag supplies. Warehouse/farm equipment also contributed to the positive results.

Spending slowed in the spring for general consumer goods with pricing pressures on essentials such as food and fuel. Consumers concerned about the uncertain economy and inflation realities meant less receipts in this group. The hospitality industry continues to face challenges dealing with labor shortages and escalating costs. Restaurants had strong gains even with the sticker shock of rising menu prices, although quick services restaurant sales declined.

Net of aberrations, taxable sales for all of Madera County rose by 8.5%, while the San Joaquin Valley gained 8%.

#### TOP NON-CONFIDENTIAL BUSINESS TYPES

##### Madera County Transportation Commission - Measure T

Business Type	Q2 '22*	Change	HdL State Change
Service Stations	781.9	46.8% ↑	36.4% ↑
New Motor Vehicle Dealers	386.8	-5.4% ↓	6.6% ↑
Garden/Agricultural Supplies	286.7	10.7% ↑	-7.5% ↓
Contractors	248.1	12.5% ↑	13.9% ↑
Building Materials	247.9	0.3% ↑	2.9% ↑
General Merchandise	189.5	-0.7% ↓	39.8% ↑
Used Automotive Dealers	186.7	-0.1% ↓	-2.5% ↓
Warehouse/Farm/Const. Equip.	151.4	5.1% ↑	11.2% ↑
Petroleum Prod/Equipment	137.1	60.0% ↑	85.4% ↑
Quick-Service Restaurants	123.4	-3.6% ↓	5.2% ↑

\*Allocation aberrations have been adjusted to reflect sales activity

\*In thousands of dollars



## STATEWIDE RESULTS

Local one cent sales and use tax for sales occurring April through June was 10% higher than the same quarter one year ago after adjusting for accounting anomalies and back payments from previous quarters. These returns mark the sixth consecutive quarter of double-digit growth since the pandemic periods in 2020, with the July-June 2022 fiscal year up 15%.

Commuters returning to offices combined with the Russia-Ukraine conflict continuing to put upward pressure on oil prices and left Californians facing the highest average price per gallon on record resulting in fuel and service station receipts 42% higher than last year. While statewide fuel consumption still trails 2019 levels, local gas prices are expected to remain high until after the summer blend period.

Led by consumer's desire to dine out, a steady rise in tourism and business travel, higher menu prices and great weather, the restaurant sector continues to flourish. Theme parks, entertainment venues and hotels showed the strongest growth with casual dining

establishments remaining solid, a trend likely to remain through 2022.

The automobile sector experienced modest gains for new car dealers and rental car vendors, however sales of used autos and leasing activity has begun to cool. Brands prioritizing full electric and hybrid models still appear to be the most attractive with consumers, however increased financing rates may cause even their activity to dampen. Tight inventories that contributed to dramatic price increases over the last 18 months are also showing signs of loosening as newer models are released in greater numbers.

General consumer goods categories saw steady returns largely propped up by retailers also selling fuel. In comparison with the prior year when consumers were buying merchandise at a record pace, the current returns from apparel and jewelry stores grew moderately with home furnishings showing a slight decrease.

With new housing starts accelerating and residential and commercial property

values rising, construction contractors remain busy. Lumber prices have softened from prior year highs leaving material suppliers with modest gains, however electrical, plumbing and energy suppliers boosted building sector results. Increased investment in capital equipment remains an important area of growth for county pool allocations, especially as online spending for general consumer goods begins to flatten as consumers return to in-store shopping.

Overall, higher priced goods through periods of consistent demand have led to economic inflation. The Federal Reserve Board's recent actions to curb inflation are anticipated to put downward pressure on sales of autos, building materials and financed general consumer goods, resulting in slower growth by year end and into 2023.

## MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 2nd Quarter 2021 \*

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
<b>Fresno Co.</b>	-4.3%	4.2%	0.6%	6.2%	37.0%	-0.7%	5.3%
<b>Kern Co.</b>	1.5%	6.3%	30.1%	7.3%	36.8%	-3.6%	1.5%
<b>Kings Co.</b>	-4.4%	-12.5%	-37.0%	5.1%	37.6%	-1.4%	0.1%
<b>Madera Co.</b>	-13.6%	1.4%	-0.1%	3.0%	47.2%	-2.7%	3.5%
<b>Merced Co.</b>	-10.9%	-2.3%	-0.3%	-4.2%	41.4%	-4.6%	6.0%
<b>San Joaquin Co.</b>	-3.7%	12.4%	-0.8%	0.0%	44.7%	-0.9%	8.3%
<b>Stanislaus Co.</b>	-9.6%	0.3%	2.4%	-7.5%	44.4%	-3.7%	6.3%
<b>Tulare Co.</b>	-9.7%	9.6%	1.4%	3.3%	32.6%	-5.0%	3.8%

\*Allocation aberrations have been adjusted to reflect sales activity



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 9-B

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

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 13

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 13

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 13, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR'S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION AUTHORITY FOR THE  
PERIOD OF NOVEMBER 1 THROUGH  
NOVEMBER 30, 2022, PURSUANT TO  
BROWN ACT PROVISIONS**

Resolution No.: **21-1**  
**Amendment No. 13**

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

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

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

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

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

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

**WHEREAS**, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

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

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

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

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

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

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

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

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

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



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

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

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

The foregoing resolution was adopted this 19<sup>th</sup> day of October, 2022 by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 19, 2022

**AGENDA ITEM:** 10-A

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

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**SUBJECT:**

Measure T FY 2022-23 Annual Work Program

**Enclosure:** Yes

**Action:** Approve the 2022-23 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2022

**SUMMARY:**

Per Authority policy, the AWP is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. Also, staff is asking for approval to release and disburse any interest earned through June 30, 2022.

**FISCAL IMPACT:**

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



# ANNUAL WORK PROGRAM

Fiscal Year  
2022-23

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## INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$217 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality-of-life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

### **1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$110.67 million or 51%.**

Authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$56.42 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$54.25 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs. Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

### **2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$95.48 million or 44%.**

The goal is to improve each individual City's and the County's local transportation systems. Several funding programs are included:

- **\$47,197,500** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$47,197,500** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
  - Fill potholes
  - Repave streets
  - County Maintenance District Area improvements
  - Add additional lanes to existing streets and roads
  - Improve sidewalks
  - Traffic control devices to enhance student and public safety
  - Enhance public transit
  - Construct bicycle and pedestrian projects and improvements
  - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$1.085 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

### **3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.34 million or 2%.**

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.97 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive approximately **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.67 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
  - Routes
  - Buses (including low emission)
  - Night and weekend service
  - Bus shelters and other capital improvements

- Safer access to public transit services
  - Carpools
- The remaining **\$370,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

#### **4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.34 million or 2%.**

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM<sub>10</sub> and PM<sub>2.5</sub> emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

#### **5. ADMINISTRATION AND PLANNING PROGRAM - \$2.17 million or 1%.**

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

This document, the Measure "T" Annual Work Program, outlines the anticipated expenditure of Measure "T" funds by each Agency to the various programs for a specific year.



## FY 2022-23 Measure T Allocation

Gross Allocation	15,000,000.00
Deductions	0.00
Net Allocation	<u>15,000,000.00</u>

Jurisdiction	Population	Rate
County	77,818	0.4944
Madera	65,843	0.4183
Chowchilla	13,735	0.0873
	<u>157,396</u>	

<b>Measure T Programs</b>	<b>Percent</b>	<b>Amount</b>	<b>County Allocation</b>	<b>Madera Allocation</b>	<b>Chowchilla Allocation</b>	<b>MCTA Allocation</b>
<b>Commute Corridors/Farm to Market</b>	<b>51.00%</b>	<b>\$ 7,650,000.00</b>				
Regional Streets and Highways Program	26.00%	\$ 3,900,000.00				\$ 3,900,000.00
Regional Rehab	25.00%	\$ 3,750,000.00	\$ 1,854,033.77	\$ 1,568,726.33	\$ 327,239.90	
<b>Safe Routes to School &amp; Jobs</b>	<b>44.00%</b>	<b>\$ 6,600,000.00</b>				
Street Maintenance	13.00%	\$ 1,950,000.00	\$ 964,097.56	\$ 815,737.70	\$ 170,164.74	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,312,500.00	\$ 648,911.82	\$ 549,054.21	\$ 114,533.97	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,262,500.00	\$ 1,613,009.38	\$ 1,364,791.92	\$ 284,698.70	\$ 3,262,500.00
ADA Compliance	0.50%	\$ 75,000.00	\$ 37,080.68	\$ 31,374.52	\$ 6,544.80	
<b>Transit Enhancement Program</b>	<b>2.00%</b>	<b>\$ 300,000.00</b>				
Madera County	0.904752%	\$ 135,712.80	\$ 135,712.80			
City of Madera	0.765489%	\$ 114,823.35		\$ 114,823.35		
City of Chowchilla	0.159759%	\$ 23,963.85			\$ 23,963.85	
ADA/Seniors/Paratransit	0.17%	\$ 25,500.00	\$ 12,604.43	\$ 10,667.34	\$ 2,225.23	
<b>Environmental Enhancement Prog.</b>	<b>2.00%</b>	<b>\$ 212,000.00</b>	\$ 148,322.71	\$ 125,498.10	\$ 26,179.19	
<b>Administration/Planning</b>	<b>1.00%</b>	<b>\$ 106,000.00</b>				\$ 150,000.00
		TOTAL	\$ 3,800,766.77	\$ 3,215,881.55	\$ 670,851.68	\$ 7,312,500.00



## **Measure “T” Programming Summary**

### **MCTA**

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$2,272,975	\$608,652	\$3,900,000	\$0	\$5,667,383	\$1,114,244
Flexible Program	\$3,369,940	\$0	\$3,262,500	\$0	\$5,388,893	\$1,243,547
Admin/Planning/Other	\$6,208	\$24,688	\$150,000	\$194,841	\$296,447	\$79,290
<b>TOTALS</b>	<b>\$5,649,123</b>	<b>\$633,340</b>	<b>\$7,312,500</b>	<b>\$194,841</b>	<b>\$11,352,723</b>	<b>\$2,437,081</b>

### **County of Madera**

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,739,864	\$310,134	\$1,854,034	\$10,904,032	\$1,000,000
Safe Routes to School & Jobs (Local)	\$5,851,230	\$276,020	\$1,650,090	\$6,164,330	\$1,613,010
Transit Enhancement Program (Public)	\$1,057,137	\$24,811	\$148,320	\$1,081,948	\$148,320
Environmental Enhancement Program	\$154,429	\$24,811	\$148,323	\$327,563	\$0
<b>TOTALS</b>	<b>\$16,802,660</b>	<b>\$635,776</b>	<b>\$3,800,767</b>	<b>\$18,477,873</b>	<b>\$2,761,330</b>

### **City of Madera**

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,612,464	\$257,722	\$1,568,726	\$8,229,172	\$3,209,740
Safe Routes to School & Jobs (Local)	\$2,641,682	\$229,372	\$1,396,167	\$1,869,000	\$2,398,221
Transit Enhancement Program (Public)	\$627,607	\$20,618	\$125,490	\$0	\$773,715
Environmental Enhancement Program	\$317,358	\$20,618	\$125,498	\$242,919	\$220,555
<b>TOTALS</b>	<b>\$13,199,111</b>	<b>\$528,330</b>	<b>\$3,215,881</b>	<b>\$10,341,091</b>	<b>\$6,575,231</b>

### **City of Chowchilla**

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$65,822	\$49,358	\$327,240	\$52,715	\$389,705
Safe Routes to School & Jobs (Local)	\$732,096	\$43,928	\$291,244	\$673,713	\$393,555
Transit Enhancement Program (Public)	\$43,593	\$3,949	\$26,189	\$24,392	\$49,339
Environmental Enhancement Program	\$43,593	\$3,949	\$26,179	\$73,721	\$0
<b>TOTALS</b>	<b>\$885,104</b>	<b>\$101,184</b>	<b>\$670,852</b>	<b>\$824,541</b>	<b>\$832,599</b>

# LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$217,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2022-23 a total of \$15,000,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

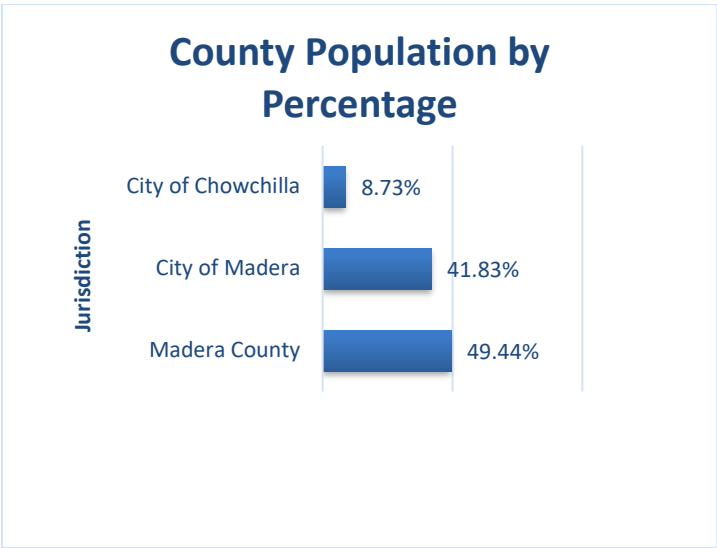
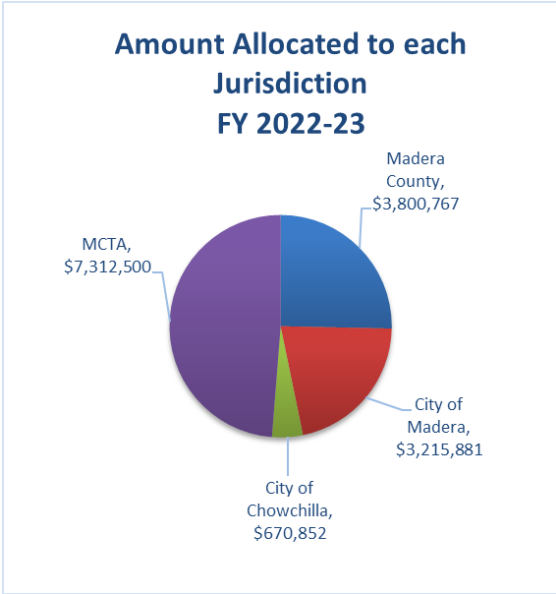


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2022-23 allocation.

# Madera County Transportation Authority

Measure T Annual Expenditure Plan

Fiscal Year 22-23



<u>Commute Corridors/Farm to Market (Regional)</u>				<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<b><u>Regional Streets and Highways Program</u></b>				\$2,272,975	\$608,652	\$3,900,000	\$0	<b>\$6,781,627</b>
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total		
SR 41 Passing Lanes						\$ 0		
Road 200 – Fine Gold Creek Bridge				\$ 4,127,500		\$ 4,127,500		
Bond Debt Service					\$ 1,539,883	\$ 1,539,883		
Reserve for Next Fiscal Year						\$ 1,114,244		
Total Projects						\$ 6,781,627		
Balance						\$ -		

<u>Administration/Planning Program</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<b><u>MCTA</u></b>	\$6,208	\$24,688	\$150,000	\$194,841	\$375,737
Project	Budget				
Salaries & Benefits	\$	53,606			
Audits, Fin. Asst.	\$	25,000			
MCTA Conf/Travel/Other	\$	13,000			
Renewal Plan	\$	194,841			
General Proj Dev Costs	\$	10,000			
Total Projects	\$	296,447			
Balance	\$	79,290			

Measure T 2022-23 Annual Work Program

**Other Funds Allocated to MCTA**CarryoverExcessAllocationBond/OtherAvailable**Other Funds (Flexible,  
Impact Fees, Local)**

\$3,369,940

\$0

\$3,262,500

\$0

**\$6,632,440**

<u>Project</u>	<u>Environmental Studies &amp; Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, &amp; Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Road 200 – Fine Gold Creek Bridge	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500	\$ -	\$ 3,452,500
Bond Debt Service					\$ 735,393	\$ 735,393
Reserve for Next Fiscal Year						\$ 1,243,547
Total Projects						<u>\$ 6,632,440</u>
Balance						<u>\$ -</u>

	<u>Environmental Studies &amp; Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, &amp; Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500		\$ 3,452,500
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account		\$ 1,000				\$ 1,000
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account			\$ 1,200,000			\$ 1,200,000
Impact Fees						\$ -
Local Funds						\$ -

Measure T 2022-23 Annual Work Program

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**\*Measure T Projects Programmed in STIP-Regional Program Phase I**

	<u>Prior</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
<b>SR 99/Ave 12 Interchange</b>							
Measure T Regional	\$ 7,657,000						\$ 7,657,000
Flexible Program	\$ 3,920,000						\$ 3,920,000
Route 99 Bond	\$ 50,402,000		\$ 9,000,000				\$ 59,402,000
STIP	\$ 22,823,000			\$ 5,295,000			\$ 28,118,000
							<b>\$ 99,097,000</b>
<b>Ellis Ave. Overcrossing</b>							
Measure T Regional	\$ 8,670,000						\$ 8,670,000
Flexible Program	\$ 1,800,000						\$ 1,800,000
Measure A/Local	\$ 5,930,000						\$ 5,930,000
							<b>\$ 16,400,000</b>
<b>4th Street Widening</b>							
Measure T Regional	\$ 2,870,000						\$ 2,870,000
Flexible Program	\$ 3,358,000						\$ 3,358,000
STIP	\$ 5,148,000						\$ 5,148,000
							<b>\$ 11,376,000</b>
<b>SR 41 Passing Lanes</b>							
Measure T Regional	\$ 4,409,000						\$ 4,409,000
Flexible Program	\$ 4,374,000						\$ 4,374,000
STIP	\$ 11,047,000						\$ 11,047,000
							<b>\$ 19,830,000</b>
<b>SR 99 Widening – Ave 12 to Ave 17</b>							
Flexible Program	\$ 2,250,000		\$ 1,350,000	\$ 1,250,000			\$ 4,850,000
SHOPP/ Route 99 Bond					\$ 79,754,900		\$ 79,754,900
STIP			\$ 1,545,000				\$ 1,545,000
							<b>\$ 86,149,900</b>
Measure T Total	\$ 39,308,000	\$ 0	\$ 1,350,000	\$ 1,250,000	\$ 0	\$ 0	<b>\$ 41,908,000</b>
Yearly Total	\$ 134,658,000	\$ 0	\$ 11,895,000	\$ 6,545,000	\$ 79,754,900	\$ 0	<b>\$ 232,852,900</b>

Measure T 2022-23 Annual Work Program

**\*Measure T Projects Programmed in Regional Program Phase II**

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
<b>Oakhurst Mid-Town Connector</b>								
<i>Measure T Regional</i>			\$ 228,500			\$ 584,000	\$ 6,572,500	\$ 7,385,000
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,924,000	\$ 4,872,500	\$ 7,935,000
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								<b>\$ 20,320,000</b>
<b>SR 233 Interchange Improvements</b>								
<i>Measure T Regional</i>							\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000			\$ 600,000		\$ 3,100,000	\$ 4,900,000
<i>Other</i>							\$ 3,600,000	\$ 3,600,000
								<b>\$ 16,100,000</b>
<b>Road 200 Phase III - Fine Gold Creek Bridge</b>								
<i>Measure T Regional</i>							\$ 4,127,500	\$ 4,127,500
<i>Flexible Program</i>							\$ 3,452,500	\$ 3,452,500
<i>Other</i>							\$ 4,787,000	\$ 4,787,000
								<b>\$ 12,367,000</b>
<b>SR 99 – Ave 7 to Ave 12</b>								
Measure T Flexible							\$ 9,000	\$ 9,000
SR 99 Bond							\$ 3,060,000	\$ 3,060,000
SB-1 TCEP							\$ 4,659,000	\$ 4,659,000
STIP			\$ 413,000		\$ 3,000,000		\$ 40,732,000	\$ 44,145,000
SHOPP							\$ 50,000,000	\$ 50,000,000
								<b>\$ 101,873,000</b>
<b>Cleveland Avenue Widening</b>								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								<b>\$ 3,750,000</b>
<b>Gateway Avenue Widening</b>								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								<b>\$ 8,600,000</b>
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 3,000,000	\$ 3,108,000	\$ 39,234,000	<b>\$ 44,909,000</b>
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 870,000	\$ 0	\$ 3,000,000	\$ 3,108,000	\$153,922,000	<b>\$ 163,010,000</b>

Measure T 2022-23 Annual Work Program

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## County of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2022-23

<b><i>Commute Corridors/Farm to Market (Regional)</i></b>	<b><u>Carryover</u></b>	<b><u>Excess</u></b>	<b><u>Allocation</u></b>	<b><u>Available</u></b>
<b><u>Rehab, Reconstruct, Maintenance Program</u></b>	\$9,739,864	\$310,134	\$1,854,034	<b>\$11,904,032</b>

Project	Budget
Ave 26 Rehab (FLAPP match) (P6020)	\$ 2,834,840
Rd 200 Phase 3 Bridge (P6094)	\$ 6,007,142
Rd 23 Bridge (HBP match) (P6187)	\$ 310,220
Ave 7 Rehab (SB1 LPP match) (P6360A)	\$ 1,517,000
Rd 30 Sidewalk (SB1 LPP match) (P6000,6361,6068)	\$ 86,670
Safety Analysis Report (Match) (P6090)	\$ 48,160
Pavement Management System	\$ 100,000
Reserve for Future Project	\$ 1,000,000
Total Projects	\$ 11,904,032
Balance	\$ -

<b><i>Safe Routes to School &amp; Jobs (Local)</i></b>	<b><u>Carryover</u></b>	<b><u>Excess</u></b>	<b><u>Allocation</u></b>	<b><u>Available</u></b>
<b><u>Street Maintenance Program</u></b>	\$2,958,936	\$161,270	\$964,098	<b>\$4,084,304</b>

Project	Budget
Rd 16 (between Ave 14 and Ave 18 ½)	\$ 1,000,000
Surface Treatment	\$ 1,000,000
Misc. Road Maintenance	\$ 1,120,206
Reserve for Next Fiscal Year	\$ 964,098
Total Projects	\$ 4,084,304
Balance	\$ -

<b><u>County Maintenance Districts</u></b>	\$2,586,817	\$108,547	\$648,912	<b>\$3,344,276</b>
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Project	Budget
Surface Treatment Match	\$ 2,000,000
Chip Seal	\$ -
Misc. Road Maintenance	\$ 695,364
Reserve for Next Fiscal Year	\$ 648,912
Total Projects	\$ 3,344,276
Balance	\$ -

Measure T 2022-23 Annual Work Program

13

**Flexible Program**

\$0

\$0

\$1,613,009

Project	Budget
<i>MCTA Impound for Matching</i>	\$ 1,613,009
<hr/>	
Total Projects	\$ 1,613,009
Balance	\$ -

**ADA Compliance**

\$305,477

\$6,203

\$37,081

**\$348,761**

Project	Budget
<i>Project Match</i>	\$ 348,761
<i>Reserve for Next Fiscal Year</i>	\$ -
<hr/>	
Total Projects	\$ 348,761
Balance	\$ -

**Transit Enhancement Program (Public)**CarryoverExcessAllocationAvailable

\$929,453

\$22,702

\$135,713

**\$1,087,868**

Project	Budget
<i>Transit Services/Projects</i>	\$ 952,155
<i>Reserve for Next Fiscal Year</i>	\$ 135,713
<hr/>	
Total Projects	\$ 1,087,868
Balance	\$ -

**ADA / Seniors / Paratransit**

\$127,684

\$2,109

\$12,607

**\$142,400**

Project	Budget
<i>Transit Services/Projects</i>	\$ 129,793
<i>Reserve for Next Fiscal Year</i>	\$ 12,607
<hr/>	
Total Projects	\$ 142,400
Balance	\$ -

**Environmental Enhancement Program**CarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$154,429

\$24,811

\$148,323

**\$327,563**

Project	Budget
<i>CMAQ Project Match</i>	\$ 88,612
<i>Final Match for North Fork Roundabout (P6199)</i>	\$ 238,951
<hr/>	
Total Projects	\$ 327,563
Balance	\$ -



# City of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2022-23

## Commute Corridors/Farm to Market (Regional)      Carryover      Excess      Allocation      Available

**Rehab, Reconstruct, Maintenance Program**      \$9,612,464      \$257,722      \$1,568,726      **\$11,438,912**

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 4,911,672
Pine Street Reconstruction, R-50	\$ 40,000
2021-22 RMRA Seals/Overlays – R-79	\$ 1,250,000
2022-23 RMRA Seals/Overlays – R-80	\$ 1,000,000
City Streets 3R & ADA Project 2022-23, R-81	\$ 850,000
Traffic Study – Almond/Pine/Stadium, R-87	\$ 120,000
D Street/South Street Traffic Signal, TS-32	\$ 57,500
	\$ -
Total Projects	\$ 8,229,172
Balance	<b>\$ 3,209,740</b>

## Safe Routes to School & Jobs (Local)      Carryover      Excess      Allocation      Available

**Street Maintenance Program**      \$1,552,728      \$134,015      \$815,738      **\$2,502,481**

Project	Budget
Overlays	\$ -
Chip Seal	\$ 600,000
Other Seals:	\$ -
Patching/Street Maintenance	\$ 800,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 1,400,000
Balance	<b>\$ 1,102,481</b>

**Supplemental Street Maintenance Program**      \$96,153      \$90,203      \$549,054      **\$1,585,410**

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 400,000
Other: Sidewalk/ADA	\$ -
Reserve for Next Fiscal Year	
Total Projects	\$ 400,000
Balance	<b>\$ 1,85,410</b>

Measure T 2022-23 Annual Work Program

<b><u>Flexible Program</u></b>	\$0	\$0	\$1,364,792	Item 10-10-A.
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Project	Budget
MCTA Impound for matching	\$ 1,364,092
Total Projects	\$ 1,364,092
Balance	\$ -

<b><u>ADA, Seniors, Paratransit</u></b>	\$142,801	\$5,154	\$31,375	<b>\$179,330</b>
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Project	Budget
ADA Walkability/Sidewalks Program, R-64	\$ 20,000
Pedestrian Facilities Various Locations, R-84	\$ 49,000
Total Projects	\$ 69,000
Balance	\$ 110,330

<b><u>Transit Enhancement Program</u></b>	<b><u>Carryover</u></b>	<b><u>Excess</u></b>	<b><u>Allocation</u></b>	<b><u>Available</u></b>
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\$525,565	\$18,865	\$114,823	<b>\$659,254</b>
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Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 659,254

<b><u>ADA / Seniors / Paratransit</u></b>	\$102,042	\$1,753	\$10,667	<b>\$114,462</b>
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Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 114,462

<b><u>Environmental Enhancement Program</u></b>	<b><u>Carryover</u></b>	<b><u>Excess</u></b>	<b><u>Allocation</u></b>	<b><u>Available</u></b>
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<b><u>Total for all Sub-programs</u></b>	\$317,358	\$20,618	\$125,498	<b>\$463,474</b>
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Project	Budget
Environmental Enhancement Projects	\$ 242,919
Total Projects	\$ 242,919
Balance	\$ 220,555

# City of Chowchilla

Measure T Annual Expenditure Plan  
Fiscal Year 2022-23

## Commute Corridors/Farm to Market (Regional)      Carryover      Excess      Allocation      Available

**Rehab, Reconstruct, Maintenance Program**      \$65,822      \$49,358      \$327,240      **\$442,420**

Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ 52,715
<i>Reserve for Next Fiscal Year</i>	\$ 389,705
Total Projects	\$ 442,420
Balance	\$ -

## Safe Routes to School & Jobs (Local)      Carryover      Excess      Allocation      Available

**Street Maintenance Program**      \$148,212      \$25,666      \$170,165      **\$344,043**

Project	Budget
<i>Overlays</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance/Operations</i>	\$ 150,292
<i>Equipment/Asphalt Roller</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 193,751
Total Projects	\$ 344,043
Balance	\$ -

**Supplemental Street Maintenance Program**      \$99,758      \$17,275      \$114,534      **\$231,567**

Project	Budget
<i>Overlays</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance/Operations</i>	\$ 101,158
<i>Reserve for Next Fiscal Year</i>	\$ 130,409
Total Projects	\$ 231,567
Balance	\$ -

**Flexible Program**

\$452,832

\$0

\$284,699

Item 10-10-A.

Project	Budget
<i>Impound for MCTA Matching Projects</i>	\$ 284,699
<i>Chowchilla Blvd Rehabilitation</i>	\$ 400,000
<i>Reserve for future projects</i>	\$ 52,832
Total Projects	\$ 737,531
Balance	\$ -

**ADA Compliance**

\$31,294

\$987

\$6,545

**\$38,826**

Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ 22,263
<i>Reserve for Next Fiscal Year</i>	\$ 16,563
Total Projects	\$ 38,826
Balance	\$ -

**Transit Enhancement Program (Public)**CarryoverExcessAllocationAvailable

\$39,888

\$3,613

\$23,964

**\$67,465**

Project	Budget
<i>CATX Bus Purchase</i>	\$ 24,392
<i>Reserve for Next Fiscal year</i>	\$ 43,073
Total Projects	\$ 67,465
Balance	\$ -

**ADA / Seniors / Paratransit**

\$3,705

\$336

\$2,225

**\$6,266**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 6,226
Total Projects	\$ 6,266
Balance	\$ -

**Environmental Enhancement Program**CarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$43,593

\$3,949

\$26,179

**\$73,721**

Project	Budget
<i>Environmental enhancement projects</i>	\$ 73,721
Total Projects	\$ 73,721
Balance	\$ -

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# REPORTS

## End of Year Reports

Madera County Transportation Authority



# MEASURE T

## 2021-22 Expenditure Summary Madera County Transportation Authority

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 4,961,232.00	\$ 4,412,732.00	88.94%	\$ 548,500.00	\$ -
Safe Routes to School & Jobs (Local)	\$ 3,267,308.00	\$ 2,892,737.70	88.54%	\$ 374,570.30	\$ -
Administration	\$ 584,935.00	\$ 625,991.45	107.02%	\$ (41,056.45)	\$ -

\$ 8,813,475.00    \$ 7,931,461.15    89.99%



## MEASURE T

### 2021-22 Expenditure Detail Madera County Transportation Authority

Program		21-22 "T" Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
<b>Commute Corridors/Farm to Market</b>		<b>\$ 4,961,232.00</b>	<b>\$ 4,412,732.00</b>	<b>88.94%</b>	<b>\$ 548,500.00</b>	<b>\$ -</b>	
<i>Regional Streets &amp; Highways Program</i>							
1	Oakhurst Mid-Town Connector	\$ 3,418,500.00	\$ 2,870,000.00	83.95%	\$ 548,500.00	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW	\$ -	\$ -	0.00%	\$ -		
4	CON	\$ 3,418,500.00	\$ 2,870,000.00	83.95%	\$ 548,500.00		
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ -	\$ -	0.00%	\$ -		
1	Debt Service	\$ 1,542,732.00	\$ 1,542,732.00	100.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
<b>Safe Routes to School &amp; Jobs</b>		<b>\$ 3,267,308.00</b>	<b>\$ 2,892,737.70</b>	<b>88.54%</b>	<b>\$ 374,570.30</b>	<b>\$ -</b>	
1	<i>Flexible</i>	\$ 3,267,308.00	\$ 2,892,737.70	88.54%	\$ 374,570.30	\$ -	
<b>Administration</b>		<b>\$ 584,935.00</b>	<b>\$ 625,991.45</b>	<b>107.02%</b>	<b>\$ (41,056.45)</b>	<b>\$ -</b>	
1	<i>Salaries &amp; Benefits</i>	\$ 53,435.00	\$ 123,395.40	230.93%	\$ (69,960.40)	\$ -	
2	<i>Fin Asst/Audits</i>	\$ 25,000.00	\$ 23,785.00	95.14%	\$ 1,215.00	\$ -	
3	<i>Other</i>	\$ 466,500.00	\$ 438,811.05	94.06%	\$ 27,688.95	\$ -	
	<i>General Proj Dev Costs</i>	\$ 40,000.00	\$ 40,000.00	100.00%	\$ -		

# End of Year Reports

County of Madera

**MEASURE T**

2021-22 Expenditure Summary  
County of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 7,387,841.75	\$ 1,409,925.14	19.08%	\$ 5,977,916.61	\$ -
Safe Routes to School & Jobs (Local)	\$ 5,167,520.00	\$ 33,366.86	0.65%	\$ 5,134,153.14	\$ -
Transit Enhancement (Public)	\$ 933,917.00	\$ -	0.00%	\$ 933,917.00	\$ -
Environmental Enhancement	\$ 1,172,661.00	\$ 1,042,085.00	88.86%	\$ 130,576.00	\$ -

\$ 14,661,939.75 \$ 2,485,377.00 16.95%

# MEASURE T

## 2021-22 Expenditure Detail

County of Madera

Item 10-10-A.

		21-22 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
<b>Commute Corridors/Farm to Market</b>		<b>\$ 7,387,841.75</b>	<b>\$ 1,409,925.14</b>	<b>19.08%</b>	<b>\$ 5,977,916.61</b>	<b>\$ -</b>	
<i>Regional Rehab</i>							
1	Ave.26 Rehab FLAPP match (P6020)	\$ 2,900,000.00	\$ 22,956.54	0.79%	\$ 2,877,043.46	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ 2,900,000.00	22,956.54	0.79%	2,877,043.46	-	
1	Rd.200 P.3 Bridge (P6094)	\$ 4,487,841.75	\$ 1,386,968.60	30.91%	\$ 3,100,873.15	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	12,603.51	#DIV/0!	(12,603.51)	-	
4	CON	\$ 4,487,841.75	1,374,365.09	30.62%	3,113,476.66	-	
1	Rd. 23 Bridge match (P6187)	\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ -	-	0.00%	-	-	
1	Ave 7 Rehab match SB1 LPP	\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ -	-	0.00%	-	-	
<b>Safe Routes to School &amp; Jobs</b>		<b>\$ 5,167,520.00</b>	<b>\$ 33,366.86</b>	<b>0.65%</b>	<b>\$ 5,134,153.14</b>	<b>\$ -</b>	
1	<i>Street Maintenance</i>	\$ 2,828,148.00	\$ 8,001.68	0.28%	\$ 2,820,146.32	\$ -	
2	<i>Surface Treatment</i>	1,000,000.00	8,001.68	0.80%	991,998.32	-	
3	<i>Misc. Road Mtc</i>	1,828,148.00	-	0.00%	1,828,148.00	-	
4		-	-	0.00%	-	-	
5		-	-	0.00%	-	-	
1	<i>Supplemental Street Maint.</i>	\$ 2,040,475.00	\$ 25,365.18	1.24%	\$ 2,015,109.82	\$ -	
2	<i>Surface Treatment</i>	1,000,000.00	25,365.18	2.54%	974,634.82	-	
3	<i>Misc. Road Mtc</i>	1,040,475.00	-	0.00%	1,040,475.00	-	
4		-	-	0.00%	-	-	
5		-	-	0.00%	-	-	
6		-	-	0.00%	-	-	
1	<i>Flexible</i>	\$ -	\$ -	0.00%	\$ -	\$ -	
2	<i>Overlays</i>	-	-	0.00%	-	-	
3	<i>Chip Seals</i>	-	-	0.00%	-	-	
4	<i>Other Seals</i>	-	-	0.00%	-	-	
5	<i>Patching (Misc)</i>	-	-	0.00%	-	-	
6	<i>Other</i>	-	-	0.00%	-	-	
1	<i>ADA Compliance-Sidewalk Repair</i>	\$ 298,897.00	\$ -	0.00%	\$ 298,897.00	\$ -	
<b>Transit Enhancement</b>		<b>\$ 933,917.00</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ 933,917.00</b>	<b>\$ -</b>	
1	<i>TEP</i>	\$ 808,553.00	\$ -	0.00%	\$ 808,553.00	\$ -	
2	<i>Operating - Service Expansion</i>	-	-	0.00%	-	-	
3	<i>Bus Shelters Capital Enhancements</i>	-	-	0.00%	-	-	
4	<i>CNG Fueling System</i>	-	-	0.00%	-	-	
5	<i>Other Public Transit-Related Projects</i>	808,553.00	-	0.00%	808,553.00	-	
	<i>ADA/Seniors/Paratransit</i>	\$ 125,364.00	\$ -	0.00%	\$ 125,364.00	\$ -	
<b>Environmental Enhancement</b>		<b>\$ 1,172,661.00</b>	<b>\$ 1,042,085.00</b>	<b>88.86%</b>	<b>\$ 130,576.00</b>	<b>\$ -</b>	
1	<i>CMAQ project match</i>	1,172,661.00	1,042,085.00	88.86%	130,576.00	-	
2		-	-	0.00%	-	-	
3		-	-	0.00%	-	-	
4		-	-	0.00%	-	-	

# End of Year Reports

City of Madera

## MEASURE T

### 2021-22 Expenditure Summary

City of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 7,408,119.00	\$ 610,327.04	8.24%	\$ 6,797,791.96	\$ 2,421,116.29
Safe Routes to School & Jobs (Local)	\$ 1,533,908.00	\$ 1,000,387.27	65.22%	\$ 533,520.73	\$ -
Transit Enhancement (Public)	\$ -	\$ 17,351.52	#DIV/0!	\$ (17,351.52)	\$ -
Environmental Enhancement	\$ 190,500.00	\$ 65,120.30	34.18%	\$ 125,379.70	\$ 846,500.00

\$ 9,132,527.00    \$ 1,693,186.13    18.54%

# MEASURE T

## 2021-22 Expenditure Detail

City of Madera

Item 10-10-A.

		21-22 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
<b>Commute Corridors/Farm to Market</b>		<b>\$ 7,408,119.00</b>	<b>\$ 610,327.04</b>	<b>8.24%</b>	<b>\$ 6,797,791.96</b>	<b>\$ 2,421,116.29</b>	
<i>Regional Rehab</i>							
1	R-10 - Olive Ave Widening, Gateway to Knox	\$ 4,860,793.00	\$ 105,086.19	2.16%	\$ 4,755,706.81	\$ 600,438.53	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 591,217.84	RSTP
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ 9,220.69	LTF
4	CON	\$ 4,860,793.00	\$ 105,086.19	2.16%	\$ 4,755,706.81	\$ -	
1	R-71 - 2020-21 City Streets 3R & ADA Project	\$ 330,000.00	\$ 299,736.47	90.83%	\$ 30,263.53	\$ 287,560.93	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 287,560.93	LPP
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 330,000.00	\$ 299,736.47	90.83%	\$ 30,263.53	\$ -	
1	R-78 - 2020-21 Seals/Overlays	\$ 300,000.00	\$ 85,735.52	28.58%	\$ 214,264.48	\$ 1,329,712.39	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 1,329,712.39	RMRA
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 300,000.00	\$ 85,735.52	28.58%	\$ 214,264.48	\$ -	
1	TS-17 - Granada/Howard Traffic Signal	\$ 22,326.00	\$ 59,884.43	268.23%	\$ (37,558.43)	\$ 133,985.50	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 133,985.50	DIF
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 22,326.00	\$ 59,884.43	268.23%	\$ (37,558.43)	\$ -	
1	R-79 - 2021-22 Seals/Overlays	\$ 1,250,000.00	\$ -	0.00%	\$ 1,250,000.00	\$ 32,411.53	
2	PS&E	\$ 100,000.00	\$ -	0.00%	\$ 100,000.00	\$ 32,411.53	HUTA
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 1,150,000.00	\$ -	0.00%	\$ 1,150,000.00	\$ -	
1	R-82 - Almond Ave Extension, Pine to Stadium	\$ 500,000.00	\$ -	0.00%	\$ 500,000.00	\$ -	
2	PS&E	\$ 15,000.00	\$ -	0.00%	\$ 15,000.00	\$ -	N/A
3	ROW	\$ 60,000.00	\$ -	0.00%	\$ 60,000.00	\$ -	
4	CON	\$ 425,000.00	\$ -	0.00%	\$ 425,000.00	\$ -	
1	R-87 - Almond/Pine Traffic Study	\$ 120,000.00	\$ -	0.00%	\$ 120,000.00	\$ -	
2	PS&E	\$ 120,000.00	\$ -	0.00%	\$ 120,000.00	\$ -	N/A
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
1	TS-00019 - Howard/Westberry Traffic Signal	\$ -	\$ 59,884.43	#DIV/0!	\$ (59,884.43)	\$ 37,007.41	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 26,024.31	CMAQ
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ 678.18	LTF
4	CON	\$ -	\$ 59,884.43	#DIV/0!	\$ (59,884.43)	\$ 10,304.92	DIF
1	R-00025X - Fourth St. Tree Replacement	\$ 25,000.00	\$ -	0.00%	\$ 25,000.00	\$ -	
2	PS&E	\$ 25,000.00	\$ -	0.00%	\$ 25,000.00	\$ -	N/A
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
<b>Safe Routes to School &amp; Jobs</b>		<b>\$ 1,533,908.00</b>	<b>\$ 1,000,387.27</b>	<b>65.22%</b>	<b>\$ 533,520.73</b>	<b>\$ -</b>	
1	Street Maintenance	\$ 970,951.00	\$ 566,603.27	58.36%	\$ 404,347.73	\$ -	
2	Overlays	\$ 175,000.00	\$ -	0.00%	\$ 175,000.00	\$ -	
3	Other Maintenance Activities	\$ 600,000.00	\$ 536,421.00	89.40%	\$ 63,579.00	\$ -	
4	R-77 RMRA Seals/Overlays	\$ 95,951.00	\$ 618.55	0.64%	\$ 95,332.45	\$ -	
5	PK-08 Fresno River Trail Undercrossing Project	\$ 100,000.00	\$ 29,563.72	29.56%	\$ 70,436.28	\$ -	
1	Supplemental Street Maint.	\$ 495,000.00	\$ 407,366.88	82.30%	\$ 87,633.12	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Maintenance Activities	\$ -	\$ 191,550.03	#DIV/0!	\$ (191,550.03)	\$ -	
5	Patching (Misc)	\$ 400,000.00	\$ 169,502.97	42.38%	\$ 230,497.03	\$ -	
6	R-85 - Lily & Vineyard Pedestrian Facilities	\$ 95,000.00	\$ 46,313.88	48.75%	\$ 48,686.12	\$ -	
1	Flexible	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	0.00%	\$ -	\$ -	
6	Other	\$ -	\$ -	0.00%	\$ -	\$ -	
	ADA Compliance-Sidewalk Repair	\$ 67,957.00	\$ 26,417.12	38.87%	\$ 41,539.88	\$ -	
1	R-84 - Pedestrian Facilities, Various Locations		\$ 19,340.27				
2	R-85 - Lily & Vineyard Pedestrian Facilities		\$ 7,076.85				
<b>Transit Enhancement</b>		<b>\$ -</b>	<b>\$ 17,351.52</b>	<b>#DIV/0!</b>	<b>\$ (17,351.52)</b>	<b>\$ -</b>	
1	TEP	\$ -	\$ 17,351.52	#DIV/0!	\$ (17,351.52)	\$ -	
2	Operating - Service Expansion	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Capital Enhancements	\$ -	\$ 4,851.52	#DIV/0!	\$ (4,851.52)	\$ -	
4	CNG Fueling System	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Trans-01 Transit Facility	\$ -	\$ 12,500.00	#DIV/0!	\$ (12,500.00)	\$ -	
	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -	
<b>Environmental Enhancement</b>		<b>\$ 190,500.00</b>	<b>\$ 65,120.30</b>	<b>34.18%</b>	<b>\$ 125,379.70</b>	<b>\$ 846,500.00</b>	
1	Air Quality	\$ 119,500.00	\$ 11,279.37	9.44%	\$ 108,220.63	\$ 772,500.00	CMAQ
2	Bicycle/Pedestrian Facilities	\$ 20,000.00	\$ 51,560.63	257.80%	\$ 18,733.06	\$ -	
3	Car/Van Pools	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA Concrete/Sidewalk Projects	\$ 51,000.00	\$ 2,280.30	4.47%	\$ 50,191.26	\$ 74,000.00	CMAQ, LTF

# MEASURE T

2021-22 Program Notes  
City of Madera

Item 10-10-A.

<b>Commute Corridors/Farm to Market</b>		
	<i>Regional Rehab</i>	
1 R-10 - Olive Ave Widening, Gateway to Knox		
2	PS&E	
3	ROW	
4	CON	Construction of R-10 Phase 2 Utility Undergrounding in advance of the Olive Widening Project
1 R-71 - 2020-21 City Streets 3R & ADA Project		
2	PS&E	
3	ROW	
4	CON	
1 R-78 - 2020-21 Seals/Overlays		
2	PS&E	
3	ROW	
4	CON	
1 TS-17 - Granada/Howard Traffic Signal		
2	PS&E	
3	ROW	
4	CON	
1 R-79 - 2021-22 Seals/Overlays		
2	PS&E	
3	ROW	
4	CON	
1 R-82 - Almond Ave Extension, Pine to Stadium		
2	PS&E	
3	ROW	
4	CON	
1 R-87 - Almond/Pine Traffic Study		
2	PS&E	
3	ROW	
4	CON	
1 TS-00019 - Howard/Westberry Traffic Signal		Project was not on AEP for this FY, costs are related to finishing construction
2	PS&E	
3	ROW	
4	CON	
1 R-00025X - Fourth St. Tree Replacement		
2	PS&E	
3	ROW	
4	CON	
<b>Safe Routes to School &amp; Jobs</b>		
1	<i>Street Maintenance</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
1	<i>Supplemental Street Maint.</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
6	Other	
1	<i>Flexible</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
6	Other	
1	<i>ADA Compliance</i>	
<b>Transit Enhancement</b>		
1	<i>TEP</i>	
2	Operating - Service Expansion	
3	Capital Enhancements	Costs for decals for busses
4	CNG Fueling System	
5	Trans-01 Transit Facility	Costs associated with final construction costs on project
1	<i>ADA/Seniors/Paratransit</i>	
<b>Environmental Enhancement</b>		
1	<i>Air Quality</i>	Design expenses related to ALY-01 / ALY-03 projects
2	<i>Bicycle/Pedestrian Facilities</i>	PK-08 Fresno River Trail Undercrossing final construction costs, PK-48 preliminary engineering for bike lane project
3	<i>Car/Van Pools</i>	
4	<i>ADA Concrete/Sidewalk Projects</i>	R-58 Schnoor Avenue Sidewalks, R-64 concrete sidewalks , R-93 Washington Elementary Sidewalks - all in PE phase



# End of Year Reports

City of Chowchilla

## MEASURE T

### 2021-22 Expenditure Summary

City of Chowchilla

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -
Safe Routes to School & Jobs (Local)	\$ 658,580.00	\$ 372,282.00	56.53%	\$ 286,298.00	\$ -
Transit Enhancement (Public)	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -
Environmental Enhancement	\$ -	\$ -	0.00%	\$ -	\$ -

\$ 735,687.00    \$ 396,674.00    53.92%

# MEASURE T

## 2021-22 Expenditure Detail

City of Chowchilla

Item 10-10-A.

		21-22 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
<b>Commute Corridors/Farm to Market</b>		<b>\$ 52,715.00</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ 52,715.00</b>	<b>\$ -</b>	
<i>Regional Rehab</i>							
1	Humboldt Stormdrain Project	\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -	
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
<b>Safe Routes to School &amp; Jobs</b>		<b>\$ 658,580.00</b>	<b>\$ 372,282.00</b>	<b>56.53%</b>	<b>\$ 286,298.00</b>	<b>\$ -</b>	
1	Street Maintenance	\$ 117,971.00	\$ 117,971.00	100.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ 117,971.00	\$ 117,971.00	100.00%	\$ -	\$ -	
1	Supplemental Street Maint.	\$ 79,403.00	\$ 79,403.00	100.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ 79,403.00	\$ 79,403.00	100.00%	\$ -	\$ -	
6	Other	\$ -	\$ -	0.00%	\$ -	\$ -	
1	Flexible	\$ 450,000.00	\$ 174,908.00	38.87%	\$ 275,092.00	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	0.00%	\$ -	\$ -	
6	SR 233/99 Interchange Project	\$ 450,000.00	\$ 174,908.00	38.87%	\$ 275,092.00	\$ -	
1	ADA Compliance-Sidewalk Repair	\$ 11,206.00	\$ -	0.00%	\$ 11,206.00	\$ -	
<b>Transit Enhancement</b>		<b>\$ 24,392.00</b>	<b>\$ 24,392.00</b>	<b>100.00%</b>	<b>\$ -</b>	<b>\$ -</b>	
1	TEP	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -	
2	Operating - Service Expansion	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Bus Shelters Capital Enhancements	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CATX Bus Purchase	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -	
5	Other Public Transit-Related Projects	\$ -	\$ -	0.00%	\$ -	\$ -	
	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -	
<b>Environmental Enhancement</b>		<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	<b>\$ -</b>	<b>\$ -</b>	
1	Air Quality	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Bicycle/Pedestrian Facilities	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Car/Van Pools	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA Concrete Projects	\$ -	\$ -	0.00%	\$ -	\$ -	

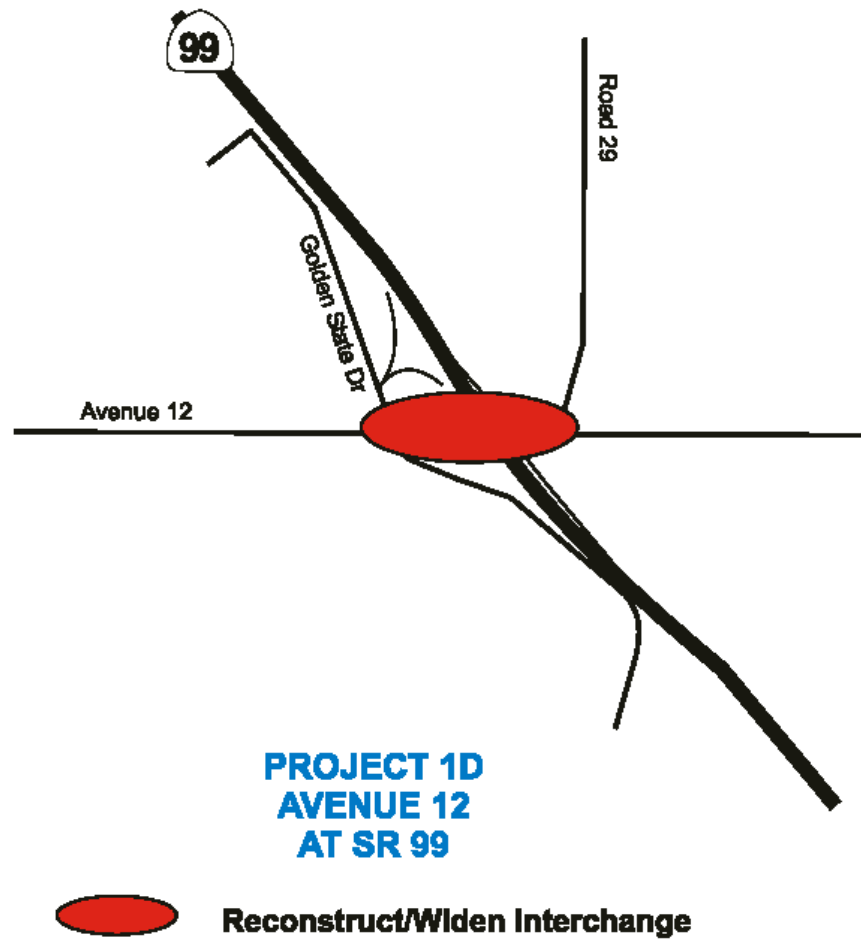
## Other Reports

## Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2021	Jul	950,000	551,080.37		1,501,080.37					
	Aug	-	1,405,514.82		1,405,514.82					28,810
	Sep	894,100	233,034.33	4,028.89	1,131,163.22					
	Oct	866,500	457,243.70		1,323,743.70					
	Nov	-	1,504,942.05		1,504,942.05					28,810
2022	Dec	817,600	219,340.76	2,596.20	1,039,536.96					
	Jan	867,000	145,717.09		1,012,717.09					
	Feb	-	1,779,179.53		1,779,179.53					28,810
	Mar	831,400	194,194.18	7,006.35	1,032,600.53					
	Apr	855,300	188,131.86		1,043,431.86					
	May	-	1,744,773.60		1,744,773.60					37,880
	Jun	1,005,500.00	213,095.62	5,864.69	1,224,460.31					
								434,844.36		
		7,087,400.00	8,636,247.91	19,496.13	15,743,144.04	-	15,743,144.04	434,844.36	15,308,299.68	124,310

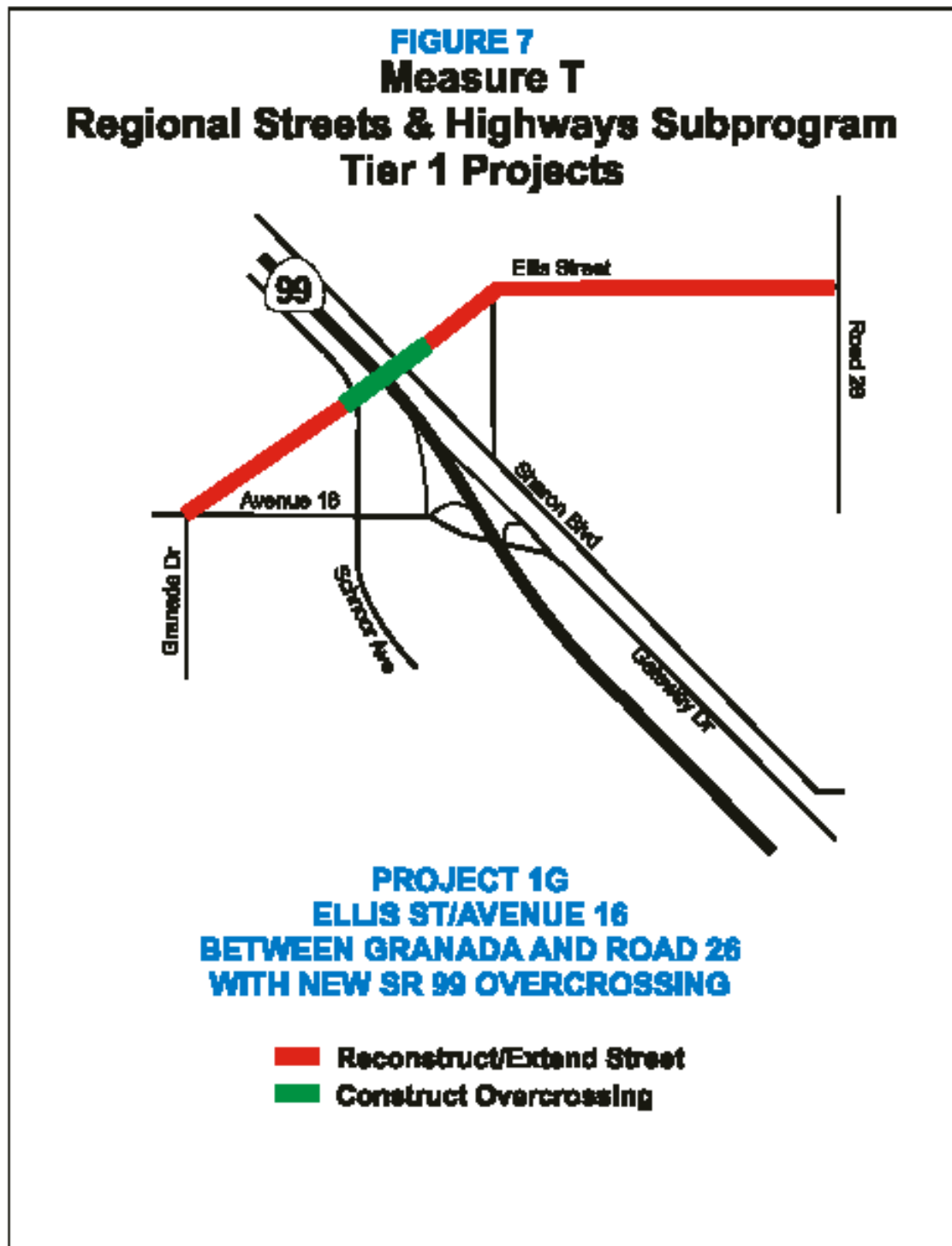
# APPENDIX

**FIGURE 4**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



VRPA Technologies, Inc.

Map of Avenue 12 Interchange Project

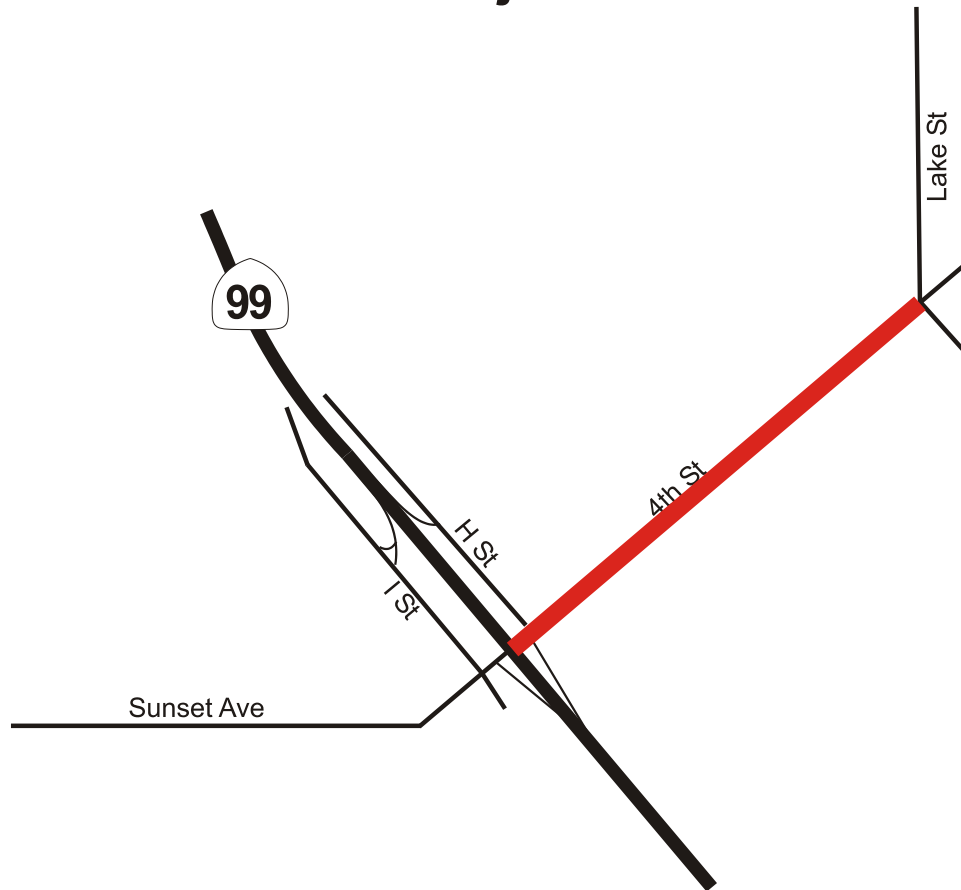


VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project



**FIGURE 14**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**

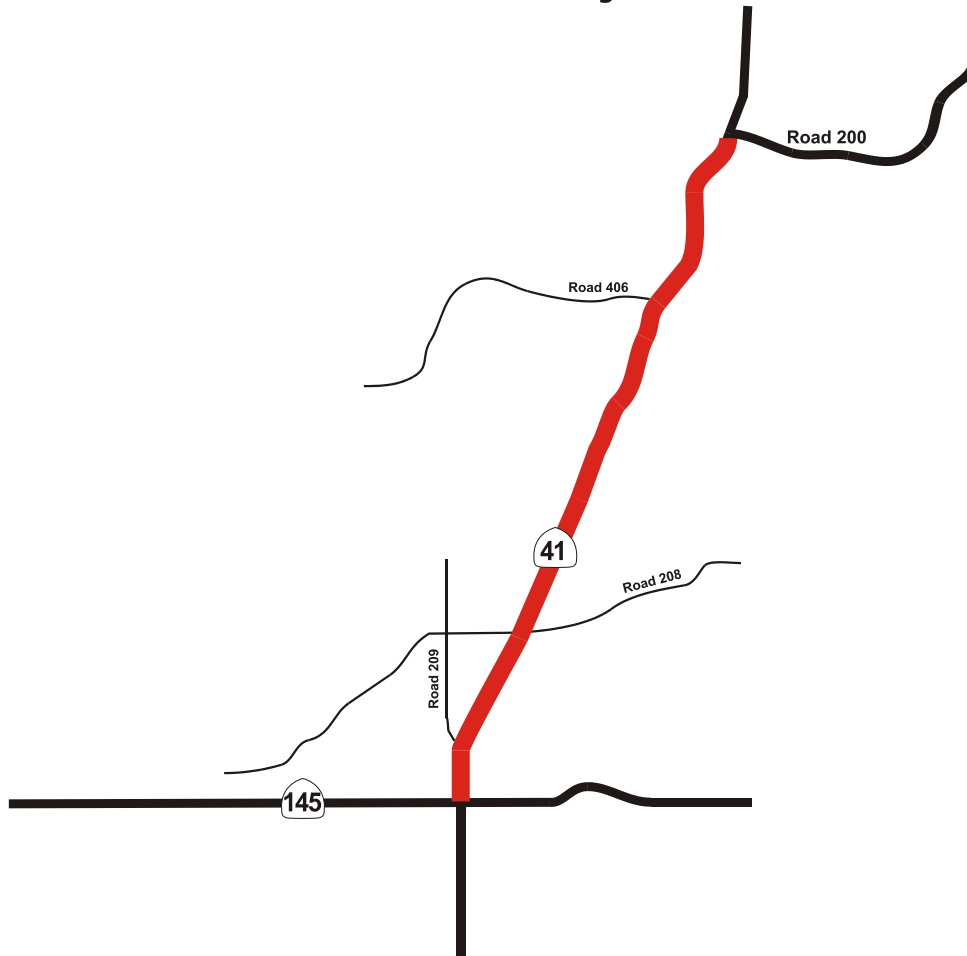


**PROJECT 1N**  
**4TH AVENUE**  
**BETWEEN SR 99 AND LAKE ST**

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

Map of 4<sup>th</sup> Street Widening

**FIGURE 1**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**

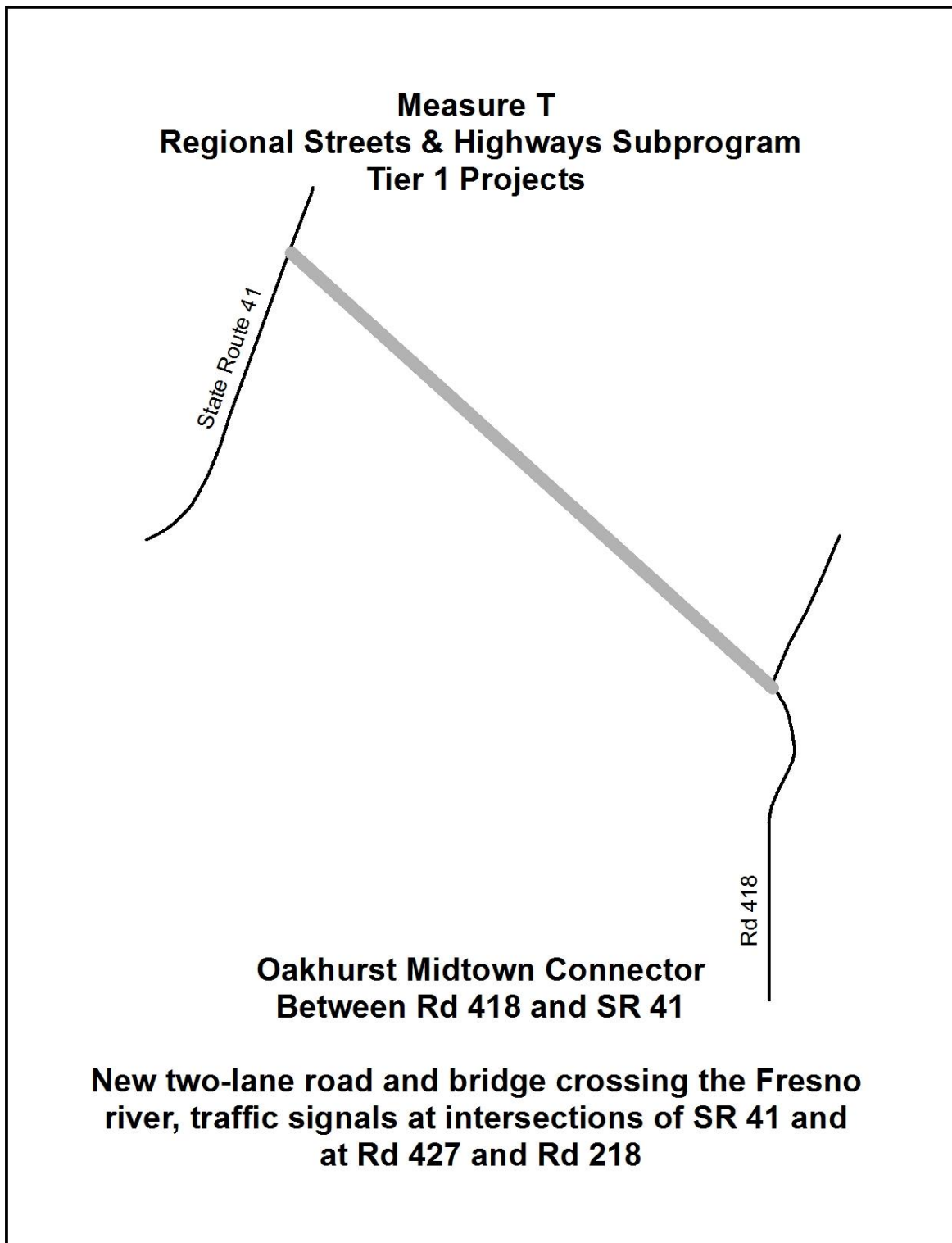


**PROJECT 1A**  
**SR 41**  
**BETWEEN SR 145 AND ROAD 200**

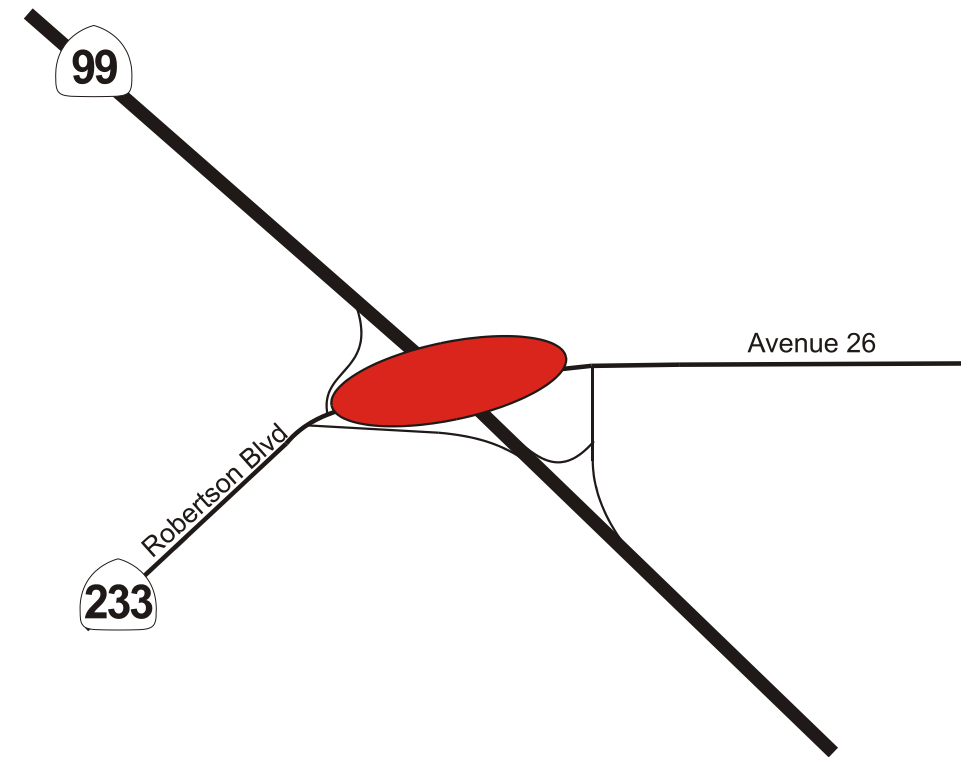
■ **Construct Passing Lanes**

Map of SR 41 Passing Lanes

## Map of Oakhurst Mid-Town Connector



**FIGURE 6**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1F**  
**SR 233**  
**AT SR 99**

 **Reconstruct/Widen Interchange**

## Madera 2022 STIP Program

## Madera

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
<b>Highway Projects:</b>																			
Madera CTC		6L05	Planning, programming, and monitoring			May-21	79	79	0	0	0	0	0	0	79	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				313	78	78	78	79	0	0	0	313	0	0	0	0
<b>Total Programmed or Voted since July 1, 2020</b>							392	157	78	78	79	0	0	0	392	0	0	0	0
<b>COVID Projects:</b>																			
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, 6-lane widen (RIP)(20S-26)				832	832	0	0	0	0	0	602	0	0	0	230	0
Madera CTC		6L05	Planning, programming, and monitoring (20S-26)				44	44	0	0	0	0	0	0	44	0	0	0	0
<b>Total 2021 Mid-Cycle STIP Programming</b>							875	875	0	0	0	0	0	602	44	0	0	230	0
<b>PROPOSED 2022 PROGRAMMING</b>																			
<b>Highway Project Proposals:</b>																			
Madera CTC		6L05	Planning, programming, and monitoring				-235	0	-78	-78	-79	0	0	0	-235	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				373	0	78	78	73	72	72	0	373	0	0	0	0
<b>Subtotal, Highway Proposals</b>							138	0	0	0	-6	72	72	0	138	0	0	0	0
<b>Total Proposed 2022 STIP Programming</b>							138												
	<b>Balance of STIP County Share, Madera</b>																		
	Total County Share, June 30, 2021							(6,167)											
	Total Now Programmed or Voted Since July 1, 2020							392											
	Unprogrammed Share Balance							0											
	Share Balance Advanced or Overdrawn							6,559											
	Proposed New Programming							138											
	COVID Programming							875											



2001 Howard Road, Suite 201 Madera, CA 93637