



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/86864730559?pwd=b0dXWndTbzRKQjdlc2cxZEpZKzU1QT09>

Webinar ID: 868 6473 0559

Passcode: 974916

Telephone: US: +1 408 638 0968

DATE

July 19, 2023

TIME

3:00 PM

Policy Board Members

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

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

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

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **CLOSED SESSION**

4-A. Report of Closed Session Item from May 17, 2023, Policy Board Meeting

Enclosure: No

Action: No Reportable Action

5. **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.

5-A. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 7 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

5-B. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – (Type 3 – Formal)

Enclosure: No

Action: Ratify

[5-C.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 9 –
(Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

[5-D.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 10 –
(Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

[5-E.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 11 –
(Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

[5-F.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 12 –
(Type 3 – Formal)

Enclosure: No

Action: Ratify

[5-G.](#) Request for Proposals for assistance in developing the Oakhurst Multi-Modal Mobility
Study

Enclosure: No

Action: Authorize staff to release a Request for Proposals for assistance in developing
the Oakhurst Multi-Modal Mobility Study

[5-H.](#) Unmet Transit Needs FY 2023-24 Analysis and Recommendations Report

Enclosure: Yes

Action: Approve Unmet Transit Needs FY 2023-24 Analysis and Recommendations
Report

[5-I.](#) Social Services Transportation Advisory Council (SSTAC) Updates

Enclosure: Yes

Action: Information and Discussion Only

[5-J.](#) San Joaquin Valley Regional Early Action Program (REAP) Executive Summary for the
Inclusionary Housing in the San Joaquin Valley Study

Enclosure: Yes

Action: Information and Discussion Only

[5-K.](#) Central California Travel Survey (CCTS) Final Report

Enclosure: No

Action: Information and Discussion Only

[5-L.](#) Finish the State Route 99 Coalition – Update

Enclosure: Yes

Action: Information and Discussion Only

[5-M.](#) Availability of the DRAFT Madera County Zero-Emission Vehicle (ZEV) Readiness and Implementation Plan

Enclosure: No

Action: Information and Discussion Only

[5-N.](#) Social Services Transportation Advisory Council (SSTAC) Member Re-appointments

Enclosure: No

Action: Reappoint Rosalind Esqueda as a Representative of a Transit Provider and reappoint Monty Cox as a Representative of a Local Transit Agency Provider as members of the SSTAC

[5-O.](#) Upcoming Bipartisan Infrastructure Law (BIL) Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

[5-P.](#) FY 2023 and 2024 Multimodal Project Discretionary Grant Opportunity (MPDG)

Enclosure: No

Action: Information and Discussion Only

[5-Q.](#) Reconnecting Communities: Highways to Boulevards Grant Program Application Workshop

Enclosure: No

Action: Information and Discussion Only

[5-R.](#) Regional Climate Collaboratives (RCC) Program Notice of Funding Availability

Enclosure: No

Action: Information and Discussion Only

[5-S.](#) Pacific Gas and Electric Transportation Electrification Advisory Group

Enclosure: No

Action: Information and Discussion Only

5-T. 2023 Valley Voice – Washington D.C. Draft Legislative Platform

Enclosure: Yes

Action: Information and Discussion Only

6. TRANSPORTATION ACTION/DISCUSSION ITEMS

6-A. 2023 State Budget and Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

6-B. Public Participation Plan Update and Madera County Transportation Commission Logo Redesign

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

8. 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.

8-A. Executive Minutes – May 17, 2023

Enclosure: Yes

Action: Approve May 17, 2023, meeting minutes

8-B. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2022: City of Chowchilla

Enclosure: Yes

Action: Accept TDA Compliance Audit Report: City of Chowchilla

8-C. Transportation Development Act (LTF, STA) – FY 2023-24 Allocations, LTF Resolution 23-09, STA Resolution 23-10

Enclosure: Yes

Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 23-09, STA Resolution 23-10

8-D. FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

8-E. Extension of Expenditures – City of Madera FY 2019/20 RSTP Exchange Funds

Enclosure: Yes

Action: Approve Extension Request

9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

9-A. Executive Director Employment Agreement – 2019-03, Resolution 23-08

Enclosure: Yes

Action: Approve Executive Director Employment Agreement – 2019-03, Resolution 23-08

9-B. October MCTC Policy Board Meeting date change to October 25, 2023

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

10. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the 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.

10-A. HdL Newsletter 4th Quarter 2022 – Measure T Sales Tax Update

Enclosure: Yes

Action: Information and Discussion Only

10-B. Focus on the Future 2023 Conference

Enclosure: No

Action: Information and Discussion Only

10-C. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2022: City of Chowchilla

Enclosure: Yes

Action: Accept Measure T Compliance Audit Report for FY ending June 30, 2022: City of Chowchilla

10-D. Ribbon Cutting Ceremony for Road 200 Bridge

Enclosure: Yes

Action: Information and Discussion Only

10-E. Measure T FY 2023-24 Draft Annual Work Program

Enclosure: Yes

Action: Information and Discussion Only

11. AUTHORITY – ACTION/DISCUSSION ITEMS

11-A. Award Contract – Measure T Sales Tax Extension Public Outreach and Education

Enclosure: No

Action: Authorize staff to negotiate and enter a contract (July 20, 2023, through December 31, 2024) with DKS in an amount not to exceed \$300,000 to provide services for the Measure T Sales Tax Extension Public Outreach and Education

11-B. Measure T Citizens’ Oversight Committee Member Appointments

Enclosure: No

Action: Appoint Faustina Washburn to serve as a member representing Supervisorial District 5 and appoint April Molina to serve as a Member At Large

OTHER ITEMS

12. MISCELLANEOUS

12-A. Items from Staff

12-B. Items from Caltrans

12-C. Items from Commissioners

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 4-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Report of Closed Session Item from May 17, 2023, Policy Board Meeting

Enclosure: No

Action: No Reportable Action

SUMMARY:

The MCTC Policy Board conducted a closed session at its May 17, 2023 meeting. The closed session item was as follows:

- A. *Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))*
- B. *Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)*
Commission Negotiators: Chair Waseem Ahmed, Vice Chair Leticia Gonzalez, and Commissioner Jose Rodriguez
Employee: Patricia Taylor

The Commission conducted an evaluation, which was “satisfactory” or “above” rating. No action required.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-A

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 7 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 7 to the 2023 FTIP on May 24, 2023. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Increases FTA Section 5339 Funds to an existing project (MAD 115022) and advances Federal and Local Funds to earlier fiscal year.
- Increases FTA Section 5307 Funds and Local Funds to an existing project (MAD 113403).
- Increases FTA Section 5307 Funds and Local Funds to an existing project (MAD 113404).

Amendment No. 7 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-B

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – (Type 3 – Formal)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 8 to the 2023 FTIP on June 5, 2023. State and Federal approval is required. The amendment includes the following:

- Adds State Highway and Operation and Protection Program (SHOPP) funding to an existing project (MAD 417003).
- Updates SHOPP Grouped Project Listing – March 2023.

Amendment No. 8 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-C

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 9 to the 2023 FTIP on June 8, 2023. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Updates the Active Transportation Program (ATP) Grouped Project Listing, per Caltrans/CTC request.

Amendment No. 9 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 10 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 10 to the 2023 FTIP on June 13, 2023. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Adjust Highway Improvement Program (HIP) revenue in FY 22/23 and FY 23/24.
- Remove FY 19/20 Highway Improvement Program (HIP) funding from MAD 102059 in FY 22/23.
- Add FY 20/21 Highway Improvement Program (HIP) funding to MAD 102059 in FY 23/24.

Amendment No. 10 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-E

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 11 to the 2023 FTIP on June 14, 2023. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Adds \$70,000 in Highway Infrastructure Program (HIP) funding to Highway Bridge Program (HBP) Grouped Project Listing in FY 2022/23 to Bridge No. 41C-0123, Project BRLO 5941(081), per County of Madera request.
- Adds \$90,000 in Highway Infrastructure Program (HIP) funding to Highway Bridge Program (HBP) Grouped Project Listing in FY 2022/23 to Bridge No. 41C-0099, Project BRLO 5941(104), per County of Madera request.
- Correction to Highway Bridge Program (HBP) Grouped Project Listing.
- Adjustment to City and County Local Funds on Financial Spreadsheet.

Amendment No. 11 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-F

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – (Type 3 – Formal)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 12 to the 2023 FTIP on July 13, 2023. State and Federal approval is required. The amendment includes the following:

- Carryover prior State Highway and Operation and Protection Program (SHOPP) Collision Reduction Program List adding new funding for a new project.
- Updates SHOPP Grouped Project Listing.

Amendment No. 12 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-G

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Request for Proposals for assistance in developing the Oakhurst Multi-Modal Mobility Study

Enclosure: No

Action: Authorize staff to release a Request for Proposals for assistance in developing the Oakhurst Multi-Modal Mobility Study

SUMMARY:

State Route (SR) 41 and State Route 49 converge in the community of Oakhurst in Eastern Madera County. These two highways function as the primary travel facilities in Eastern Madera County as well as the economic hubs for Oakhurst. SR 41 provides access to the community of Oakhurst, leading into the Sierra Nevada Mountains towards Yosemite National Park to the north and Fresno and the San Joaquin Valley to the south. SR 49 branches off SR 41 in Oakhurst providing access to the community of Ahwahnee and Mariposa County to the North.

MCTC staff will retain professional consulting services for the preparation of a study to determine existing and future transportation needs along the SR 41, SR 49, and primary corridors in Oakhurst. The study will identify existing and future issues related to safety, mobility, congestion, access, etc., and recommend sustainable improvements that will address the transportation needs of those who live, work, or visit the area through multi-modal approaches whilst maintaining operational and capacity requirements of a state highway system.

The Study will help to offer additional or improved modal choices in Oakhurst furthering the goals of the Madera County RTP/SCS to advance safe, healthy, and sustainable travel and reducing vehicle generated greenhouse gas emissions. Development of the Study will feature robust outreach with Oakhurst and Eastern Madera County stakeholders.

The Study will draw from the Caltrans Smart Mobility Framework to help guide effective improvements in the study area with a focus on efficient network management, increased multimodal choices, appropriate speed suitability, better accessibility and connectivity, and fostering equity equitable decision making able to meet the needs of all community members.

MCTC staff will retain professional consultant assistance for an amount not to exceed \$300,000 utilizing Formula Senate Bill 1 Sustainable Transportation Planning funds designated for regional planning activities. The Study development will begin during fiscal year 2023/24 and go through fiscal year 2024/25.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-H

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Unmet Transit Needs FY 2023-24 Analysis and Recommendations Report

Enclosure: Yes

Action: Approve Unmet Transit Needs FY 2023-24 Analysis and Recommendations Report

SUMMARY:

MCTC staff has prepared an Analysis and Recommendations Report for the Unmet Transit Needs process for FY 2023-24. The MCTC Policy Board approved the Unmet Transit Needs finding at the May 17 meeting by Resolution 23-05. The report includes a summary of the findings for potential unmet needs, an analysis of the size and location of groups likely to be dependent on transit, and the methods and materials used in the unmet transit needs process. The full report is attached.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



UNMET TRANSIT NEEDS

FY 2023-24

Final Analysis and Recommendations Report

July 2023



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Summary

Background

Every year, pursuant to the California Transportation Development Act (TDA), as the Regional Transportation Planning Agency (RTPA) for Madera County, Madera County Transportation Commission (MCTC) is responsible for the administration of the Transportation Development Act (TDA) funds. TDA funds, which are funded through ¼ percent of the statewide sales tax, are the primary funding source for most transit systems. The administration of TDA funds includes the annual unmet transit needs process, which has three key components: soliciting testimony on unmet transit needs; analyzing needs in accordance with adopted definitions of unmet transit need and reasonable to meet; and adoption of a finding regarding unmet transit needs that may exist for the upcoming fiscal year. These tasks are to be performed in consultation with the Social Service Transportation Advisory Council (SSTAC). At a minimum, the annual unmet transit needs finding process requires MCTC to conduct the following:

1. Establish or maintain a Social Services Transportation Advisory Council (SSTAC) to participate in the identification of unmet transit needs and determine whether those identified needs are reasonable to meet. The composition of the SSTAC is set forth in statute and consists of representatives of the following members:
 - a. One representative of potential transit users who is 60 years of age or older.
 - b. One representative of potential transit users who have a disability.
 - c. Two representatives of the local service providers for seniors, including one representative of a social service transportation provider if one exists.
 - d. Two representatives of local social service providers for those with disabilities, including one representative of a social service transportation provider, if one exists.
 - e. One representative of a local social service provider for persons of limited means.
 - f. Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
2. Coordinate with the SSTAC and MCTC Policy Board to determine definitions for both “unmet transit needs” and “reasonable to meet.”
3. Identify transit needs, which have been considered as part of the transportation planning process.
4. Hold at least one public hearing to receive public comments regarding unmet transit needs.

5. Meet with SSTAC members to identify potential unmet transit needs and analyze those transit needs using the MCTC Policy Board's adopted definitions of "unmet transit needs" and "reasonable to meet" (adopted definitions provided on Page 7 this report). As part of the "reasonable to meet" determination, MCTC staff and the SSTAC must consider whether a transit operator can reasonably accommodate an unmet need and still maintain the required farebox ratio established under the TDA.
6. Adopt by resolution a finding regarding transit needs that may be reasonable to meet. The MCTC Policy Board makes one of the following three possible findings:
 - a. There are no unmet transit needs, or
 - b. There are no unmet transit needs that are reasonable to meet, or
 - c. There are unmet transit needs, including transit needs that are reasonable to meet.

If it is found that there are unmet transit needs that are reasonable to meet, those transit needs must be met before any TDA funds can be allocated for other purposes, such as streets and roads.

Summary of the Findings for the FY 2023-2024 Unmet Transit Needs Assessment

On May 17, 2023, the MCTC Policy Board adopted Resolution Number 2023-05, approving the findings of the FY 2022/23 unmet transit needs hearing:

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

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA). The Commission has determined that its definition of the term “**reasonable to meet**” shall apply to public or specialized transportation services that meet the following minimum criteria:

1. Feasibility

- The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
- Sufficient ridership potential exists for new expanded, or revisited transit services.
- The proposed transit service will be safe and comply with local, State, and federal law.

2. Community Acceptance

- The proposed transit service has community support from the general public, community groups, and/or community leaders.

3. Benefit to Population

- The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.

4. Cost-Effective

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.

- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.

5. Consistent with Intent of Existing Transit Service(s) and Plans

- Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

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

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

During the “Unmet Transit Needs” Public Hearing on Wednesday, April 19, 2023, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence.

NARRATIVE OF EVALUATION

County of Madera

There are unmet transit needs that are not reasonable to meet at this time in the County of Madera.

Testimony about service expansion was received. The County indicated that it has already expanded service in the La Vina area. Monday was added as an extra day of service by the County. The County also indicated that service expansion in Fairmead was contingent upon the finalization of a location of the planned Fairmead community center.

Testimony about the need for microtransit options was received. The County is evaluating the use of microtransit and is considering options to roll out microtransit in the near future once the appropriate studies have been conducted.

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

City of Madera

There are unmet transit needs that are reasonable to meet at this time in the City of Madera.

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

Testimony was received regarding the need for shelters and benches at bus stops. These were found to be unmet transit needs that are reasonable to meet. The City of Madera is intending to add both shelters and benches to most stops within the next year.

Testimony was received about the need for improved on-time performance, increased frequency, and other operational issues. The City of Madera intends to address these and other issues with the implementation of the new Madera Transit Plan which was approved on April 19 and will be going into effect July 1.

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

City of Chowchilla

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

RECOMMENDATION

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

- 1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2023/24 within the jurisdiction of the City of Madera, there are no unmet transit needs in FY 2023/24 within the jurisdiction of the City of Chowchilla, and that there are unmet needs that are not reasonable to meet in FY2023/24 within the jurisdiction of the County of Madera.**

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

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities.

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

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

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

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

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

MCTC staff and SSTAC recommend that the unmet transit needs which were found reasonable to meet be addressed as recommended by the SSTAC during its meeting of May 17, 2023.

- *Testimony was received regarding the need for shelters and benches at bus stops. These were found to be unmet transit needs that are reasonable to meet. The City of Madera is intending to add both shelters and benches to most stops within the next year.*

Unmet Transit Needs Process

Transportation Development Act Requirements

Unmet transit needs became an annual focus of transportation planning agencies in 1978, when the Transportation Development Act (TDA) was changed to require a specific transit finding that there are no unmet transit needs that are reasonable to meet before local TDA funds could be allocated for other non- transit purposes.

The following outlines MCTC's currently adopted unmet transit needs assessment process, pursuant to the requirements established in the TDA:

Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes of subdivision (f) of Section 99400, MCTC must annually do all of the following:

- (a) Consult with the social services transportation advisory council established pursuant to Section 99238.
- (b) Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
 1. An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.
 2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).
 3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
 4. An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400. This analysis is only required, however, upon receipt by the transportation planning agency of a request of an interested party identifying a potential need.
- (c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant

to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency’s determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.

- (d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.
- (e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.
- (f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

Definition of “Unmet Transit Need” and “Reasonable To Meet”

The MCTC Policy Board adopted definitions of “unmet transit needs” and “reasonable to meet” per resolution 22-01, on April 20, 2022, as follows:

Unmet Transit Needs:

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA). The Commission has determined that its definition of the term “**reasonable**

to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:

1. Feasibility

- The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
- Sufficient ridership potential exists for new expanded, or revisited transit services.
- The proposed transit service will be safe and comply with local, State, and federal law.

2. Community Acceptance

- The proposed transit service has community support from the general public, community groups, and /or community leaders.

3. Benefit to Population

- The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.

4. Cost-Effective

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.

5. Consistent with Intent of Existing Transit Service(s) and Plans

- Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

Social Services Transportation Advisory Council (SSTAC)

As previously identified, TDA regulations require MCTC to annually consult with the Social Services Transportation Advisory Council (SSTAC) to identify the region’s transit needs prior to making any allocation of TDA funds not directly related to public transportation services or facilities provided for the

exclusive use of pedestrians and bicycles. Pursuant to the TDA, Section 99238(c)1-3 of the Public Utilities Code specifically identifies the SSTAC's responsibilities:

(c) The social service transportation advisory council shall have the following responsibilities:

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

In accordance with the TDA requirements, MCTC works the SSTAC to identify and analyze any potential unmet transit need against the MCTC Policy Board's adopted definitions of "unmet transit need" and "reasonable to meet".

Social Services Transportation Advisory Council Members FY 2022-2023

Table 1: SSTAC Members FY 2022-2023

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

Notes:

* Minimum of one

**Minimum of two

Existing Conditions

Pursuant to California Public Utilities Code Section 99401.5, the following sections briefly provide an analysis of Sections 1-4 of the TDA's unmet transit needs assessment process.

Size and Location of Groups Likely to be Dependent on Transit

As identified in a previous section of this report, during each year's unmet transit needs assessment process, prior to making any allocation not directly related to public transportation services, MCTC must make an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, those with disabilities (including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the Federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means, including, but not limited to, recipients under the CalWORKS program. Utilizing available data from the 2017-2021 American Community Survey (ACS) Five-Year Estimates, the following sections identify the size and location of population groups likely to be transit dependent.

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

- Elderly – Individuals who are age 65 years or older;
- Disabled – Non-institutionalized, civilian members of the population who may be unable to operate vehicles or utilize certain modes of public transportation due to physical or mental disabilities; and
- Persons of Limited Means – Individuals who are defined by the federal government as having an income below the poverty threshold

General Population Estimates for Madera County

According to the 2017-2021 ACS Five-Year Estimates, Madera County's current population is 156,304. There are two incorporated cities in Madera County, the City of Madera and the City of Chowchilla. As identified in Table 2, below, the City of Madera is the largest incorporated city in Madera County, accounting for 42% of the County's total population. The City of Chowchilla is the second largest, accounting for 12% of Madera County's total population. Madera County's unincorporated community areas, which, combined, account for 46% of the County's total population. Table 2 illustrates the current population breakdown of Madera County.

Table 2: 2021 Population in Madera County

Jurisdiction	Population	Percent of County
Ahwahnee	2,134	1%
Chowchilla	18,826	12%
Coarsegold	4,799	3%
Fairmead	1,382	1%
Madera	66,173	42%
Bonadelle Madera Ranchos	5,519	4%
Oakhurst	5,272	3%
Yosemite Lakes	5,388	3%
County Remainder	46,811	30%
TOTAL	156,304	100%

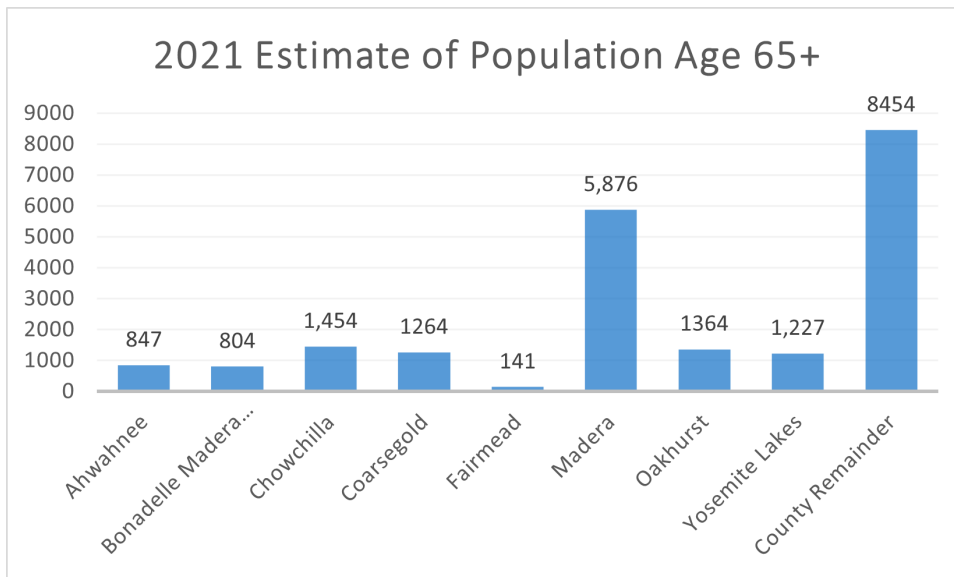
Source: U.S. Census Bureau, 2017-2021 American Community Survey (ACS) 5-Year Estimates

Assessing Transit Dependency by Age

As stated in the beginning of this section, the TDA identifies elderly populations to be potentially transit dependent. For the purposes of this section's analysis, individuals considered to be elderly are 65 years of age or older. According to the 2017-2021 ACS Five-Year Estimates, 21,431 individuals in Madera County are identified as elderly, accounting for approximately 13.7% of the County's total population. With 5,876 individuals, the City of Madera has the highest population of elderly individuals in the County, followed by the City of Chowchilla, with an elderly population of 1,454.

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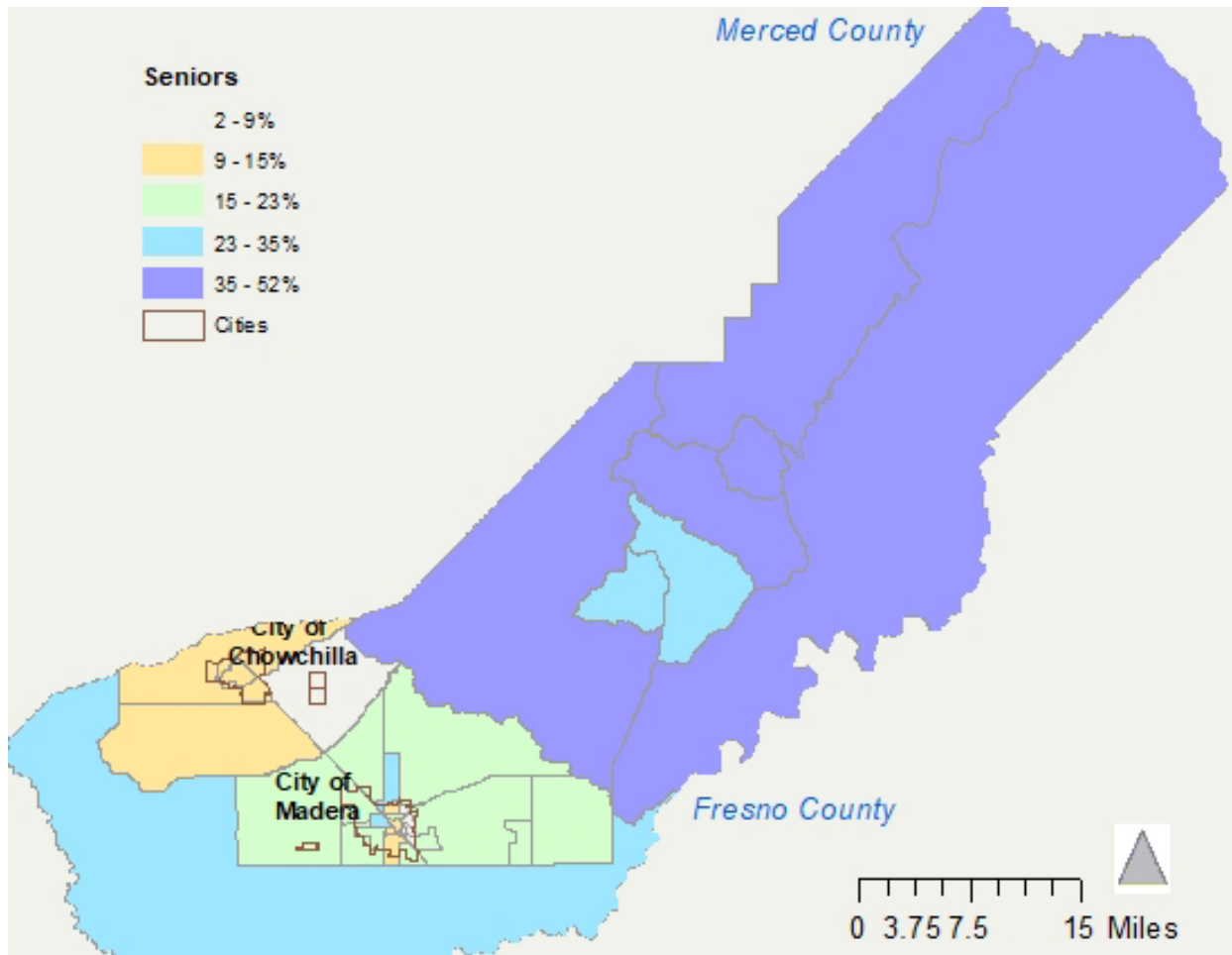
Figure 1: 2021 Estimate of Population 65+



Source: U.S. Census Bureau, 2017-2021 5-Year ACS

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

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



Source: U.S. Census Bureau, 2017-2021 5-Year ACS (Table S0101)

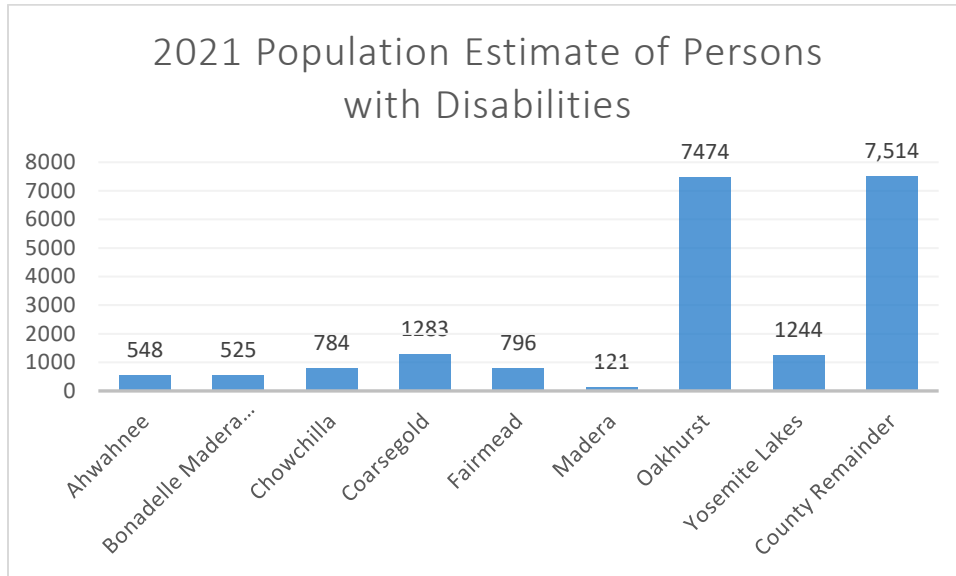
As shown in Figure 2 above, based on overall population in each census tract, the most concentrated populations of people aged 65 years or older are in the eastern part of Madera County, the south and west areas of the County and some areas within the City of Madera.

Assessing Transit Dependency by Disability

According to the U.S. Census Bureau, respondents who report anyone of having the following six disability types, are considered to have a disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. In the 2017-2021 ACS 5-Year Estimates, it was determined that approximately 13% of the total civilian noninstitutionalized population

within Madera had a disability. Figure 3, below, provides a population breakdown of persons with disabilities by jurisdiction in Madera County.

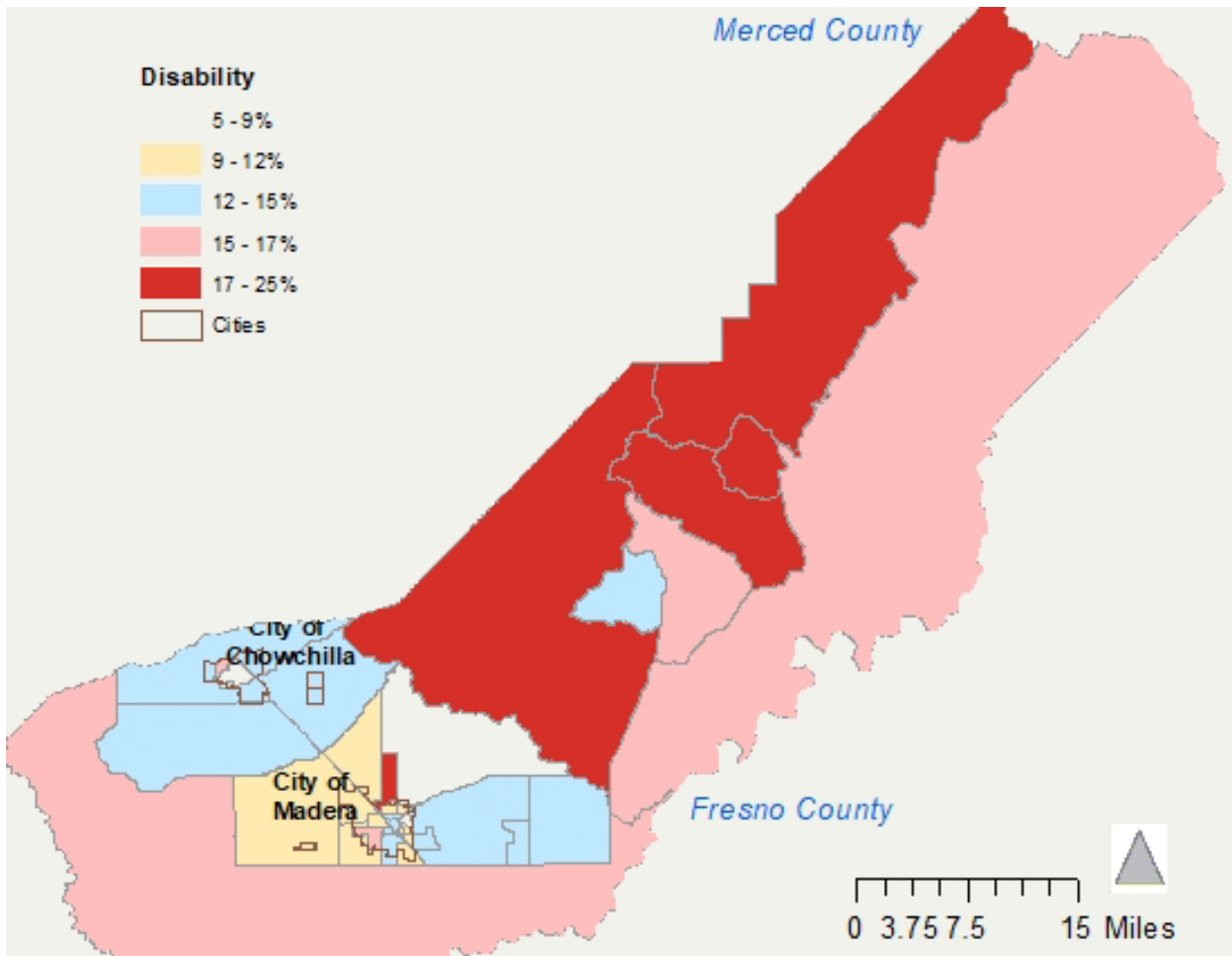
Figure 3: 2021 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2017-2021 5-Year ACS

Using 2021 ACS data, Figure 4, on the following page, identifies the distribution of disabled populations within Madera County by census tract. The lighter portions of the map designate a lower percentage of disabled people living in the census tract, while the darker portions of the map designate a higher percentage of disabled people living in the census tract.

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



Source: U.S. Census Bureau, 2017-2021 5-Year ACS

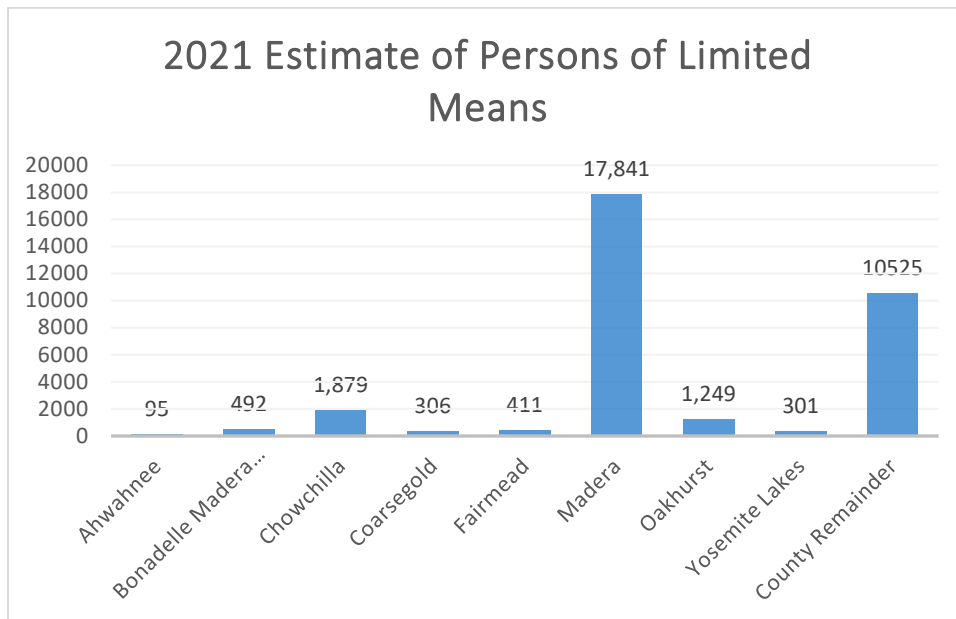
As illustrated in Figure 4 above, there are higher percentages of persons with a disability located in county areas near the City of Madera and Eastern Madera County.

Assessing Transit Dependency by Income (Persons of Limited Means)

The 2021 ACS provides an estimated breakdown of individuals in Madera County whose income was determined to be 100% below the federal poverty level (FPL). The ACS data estimates that as of 2021, 21% (33,099) of Madera County's population were identified as persons of limited means. Madera and Chowchilla are the cities that have the largest populations of persons of limited means, accounting for 53.9% and 5.7% respectively, of the County's total population of this group. Figure 5, below, provides a further breakdown of the estimated population of persons of limited means living within Madera County.

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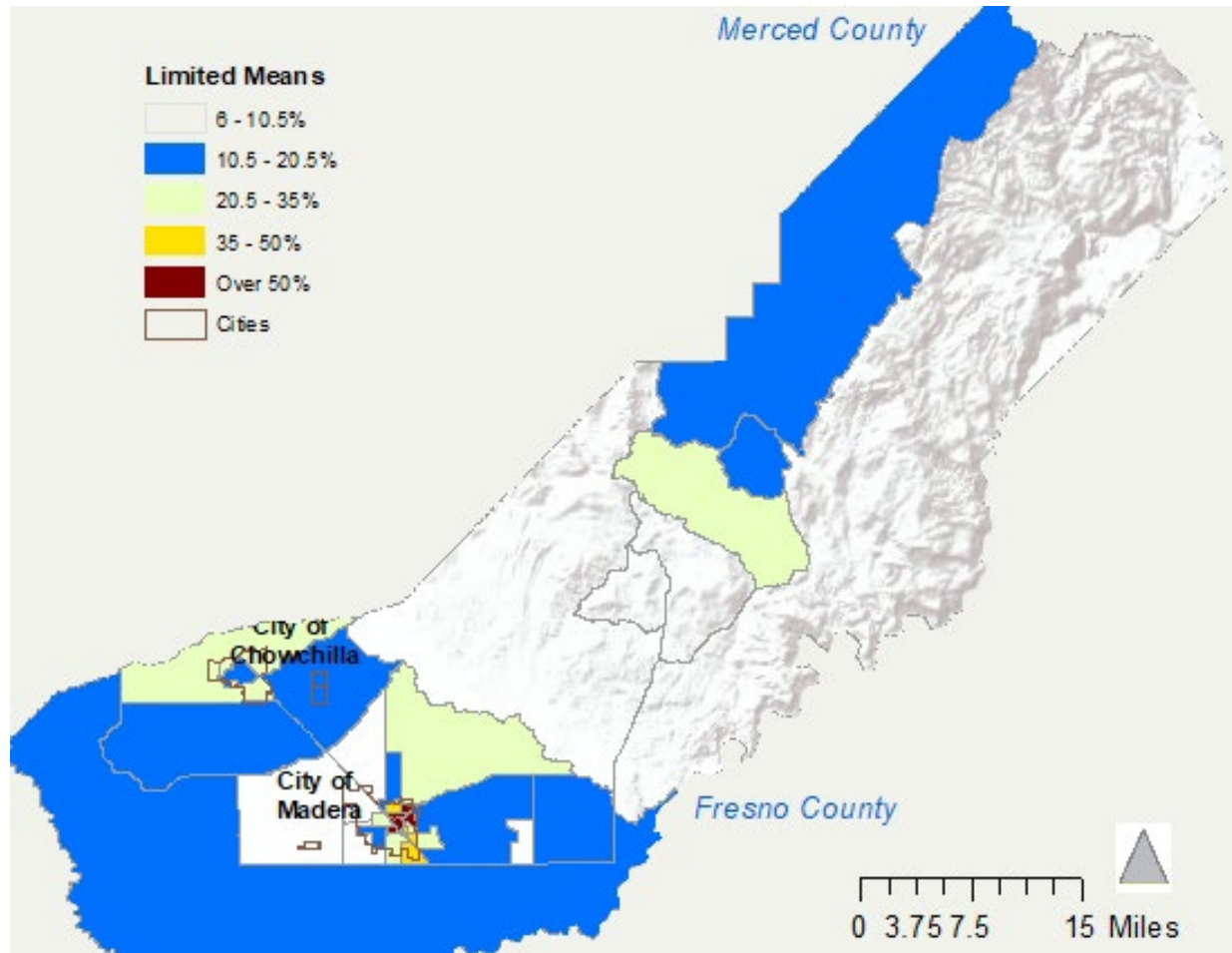
Figure 5: 2021 Estimate of Persons of Limited Means



Source: U.S. Census Bureau, 2017-2021 5-Year ACS

The following map shows the concentration of persons living below poverty level by census tract. Darker colors reflect a higher percentage of people living in poverty, while lighter colors reflect a lower percentage.

Figure 6: Population Distribution of Persons of Limited Means by Census Tract



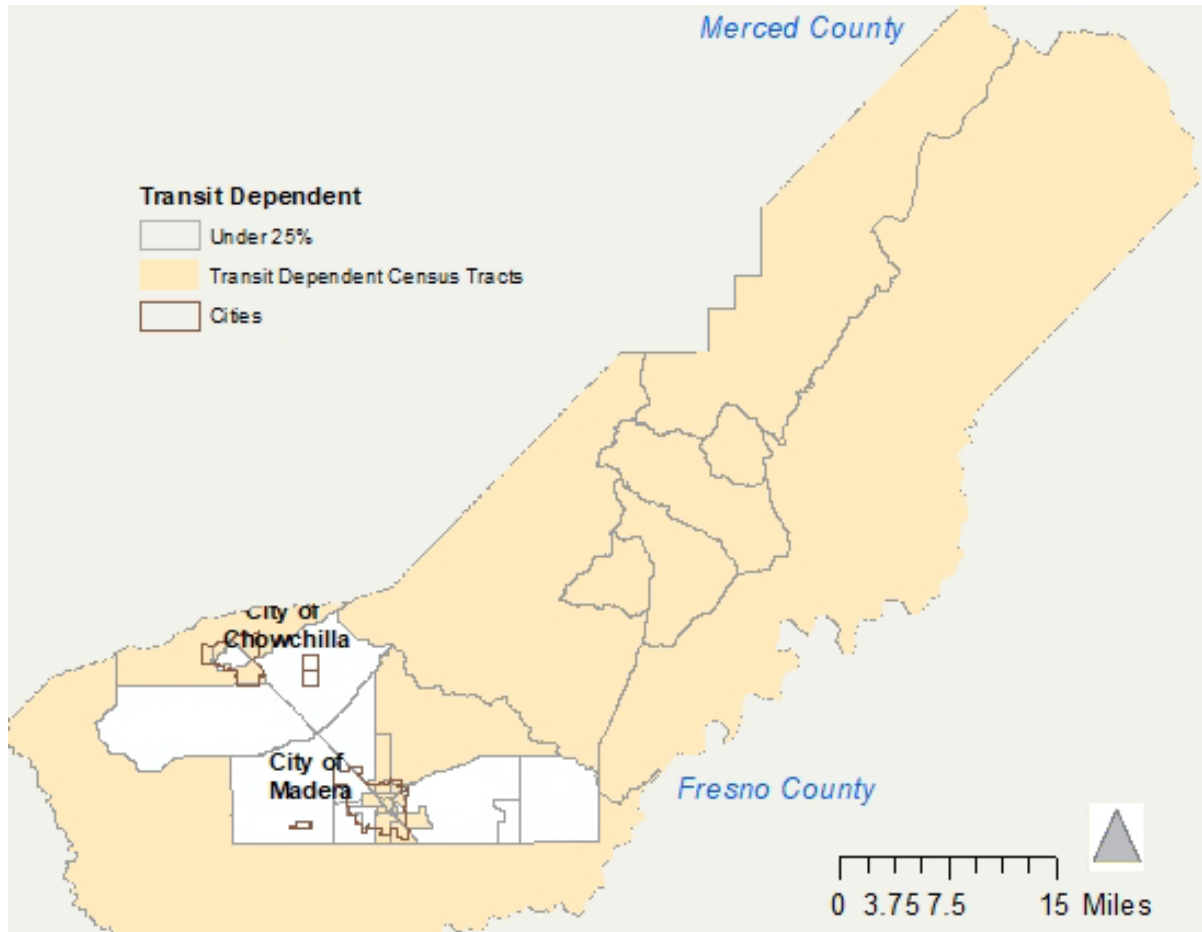
Source: U.S. Census Bureau, 2017-2021 5-Year ACS

As shown on the map above, the highest percentages of people living below the FPL are in the areas of the City of Madera and County areas south of Chowchilla and northeast of the City of Madera. Public transit systems in these cities provide key transportation options to those who may not have an automobile due to their low income.

Transit Dependent Census Tracts

Figure 7 below identifies the census tracts that have a higher probability of having populations that are transit dependent. The census tracts with populations in the top 25 percent of each dataset (senior population, population of persons with a disability, and low-income population) were used to determine the areas that were more likely to have transit dependent populations.

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



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

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

Transportation Services in Madera County

CITY OF MADERA

The City of Madera and its environs are served by a number of public and private transportation providers. The City operates the Madera Metro fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both services are operated under contract with MV Transit. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operated primarily within the City limits, as shown in Figure 8. The system transported 15,557 riders within FY 22/23.

Dial-A-Ride is a general public system primarily serving the elderly and disabled. The service operated weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted in Figure 9, and transported 3,643 riders within FY 22/23. The County of Madera contracts with the City of Madera to provide this transit service outside the Madera city limits.

Figure 8: Madera Metro Service Area Map

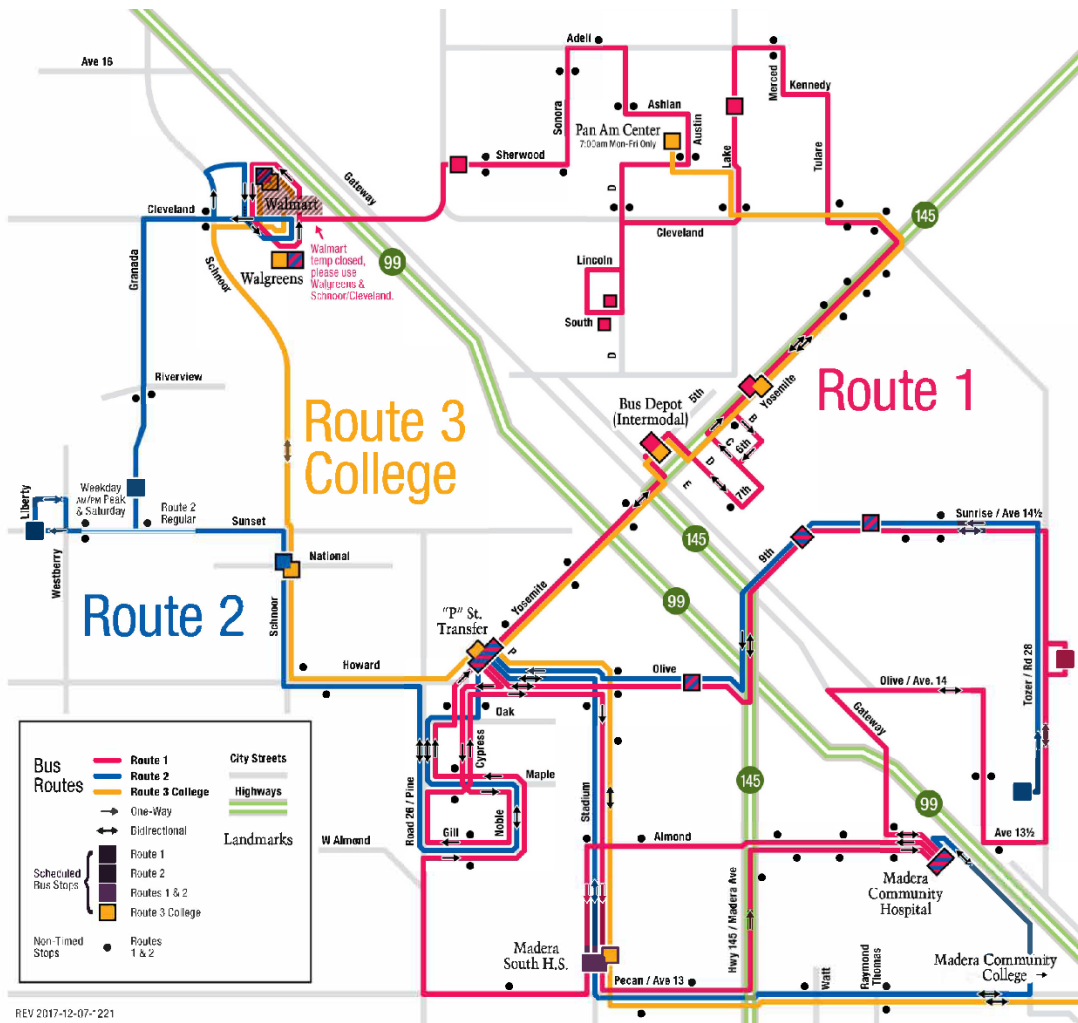
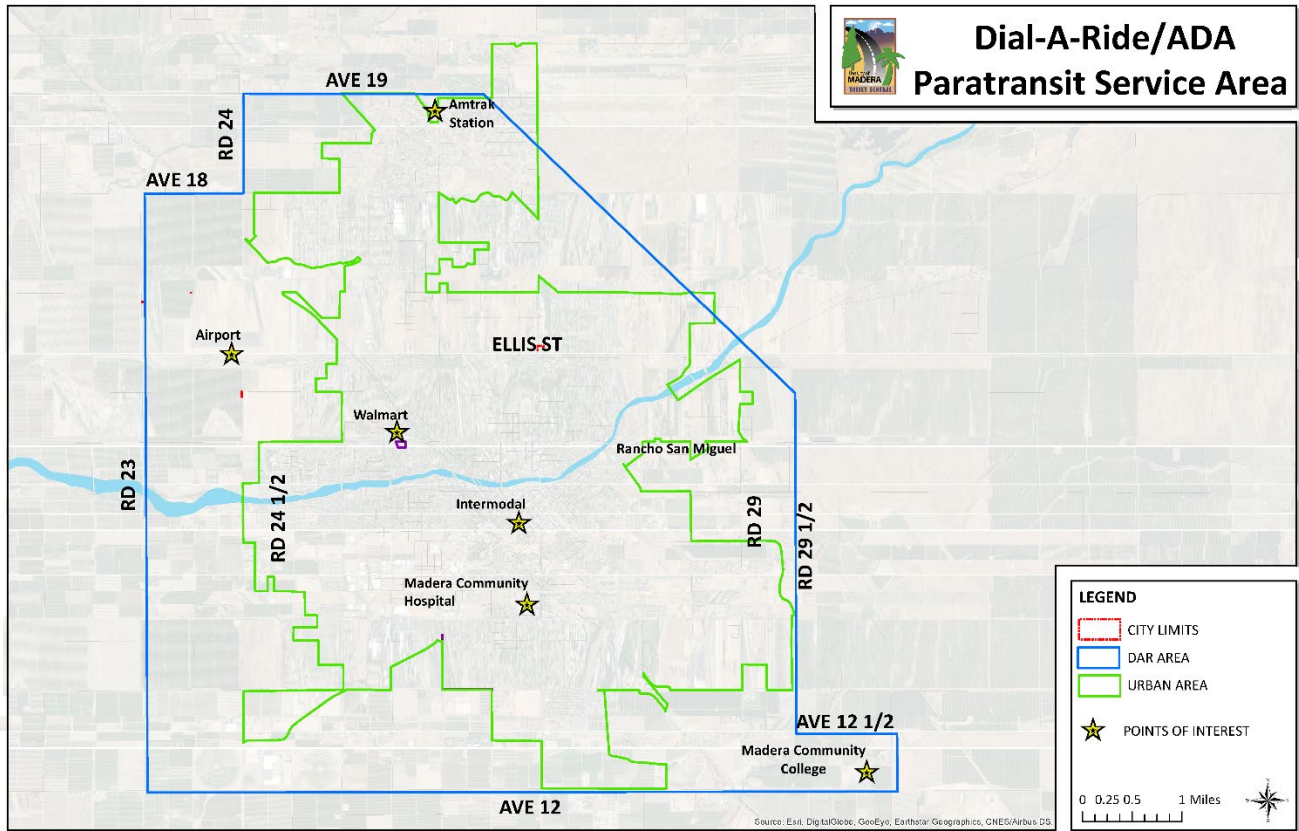


Figure 9: DAR Service Area Map



CITY OF CHOWCHILLA

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a general public, demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. Service is offered weekdays from 7:30 a.m. to 5:00 p.m. As shown in Figure 10, the CATX service area encompasses the City limits of Chowchilla.

Figure 10: CATX Service Area Map



COUNTY OF MADERA

Madera County currently manages a general public, fixed-route system, a specialized senior transit service and a demand-response service, which is operated by Fresno Economic Opportunities Commission. The Madera County Connection (MCC) is an inter-city fixed-route bus service. MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride are general public, demand-response services. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves seniors

and disabled residents and the Eastern Madera County Escort Program is an inter-city demand-response bus service.

As shown in Figure 11, MCC operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children's Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/LaVina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Wednesday and Friday. MCC operates weekdays from about 6:00 a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is scheduled on Wednesday and Friday from 8:45 a.m. to 2:00 p.m. The County initiated additional runs on this route in 2022.

Figure 11: MCC Service Area Map



MCC also provides general public demand-response service to County areas surrounding the cities of Madera and Chowchilla., as reflected in Figures 12 and 13. MCC Madera Dial-A-Ride service is provided Monday through Friday from 7:00 a.m. to 6:30 p.m., Saturday from 9:00 a.m. to 4:00 p.m., and Sunday from 8:30 a.m. to 2:30 p.m. MCC Chowchilla Area Dial-A-Ride service is provided Monday through Friday

from 8:30 a.m. to 3:30 p.m. Each of these services 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.

MCC

Dial-A-Ride

AVE 19

RD 24

AVE 18

Amtrak Station

RD 26

RD 27

AVE 17

ELLIS ST

Airport

HWY 99

Walmart

AVE 15 1/2

RD 23

CLEVELAND AVE

Rancho San Miguel

Intermodal

Yosemite Ave

Bethard Square

HOWARD RD

RD 29

RD 29 1/2

Madera Community Hospital

PECAN AVE

RD 25

HWY 145

AVE 12

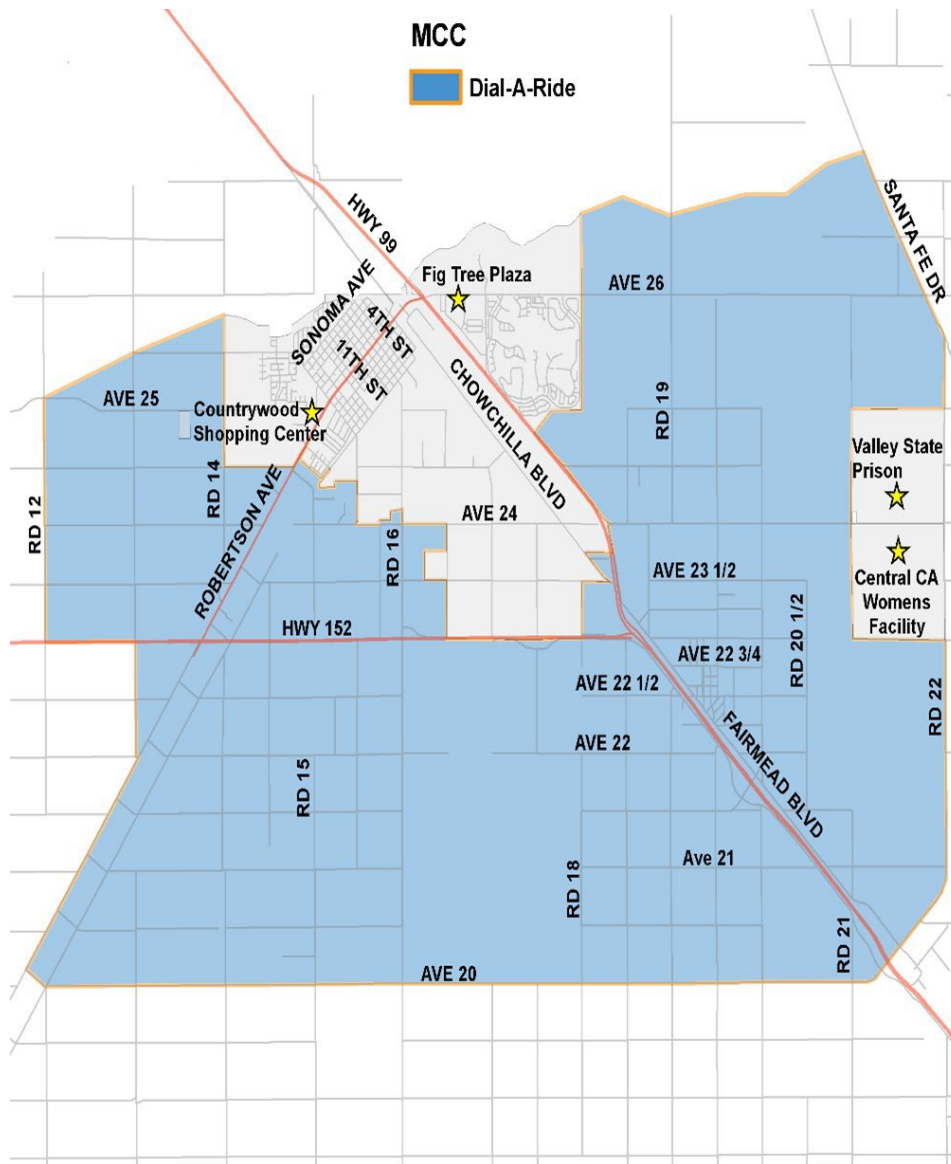
AVE 13

AVE 14

AVE 12 1/2

Madera Community College Center

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

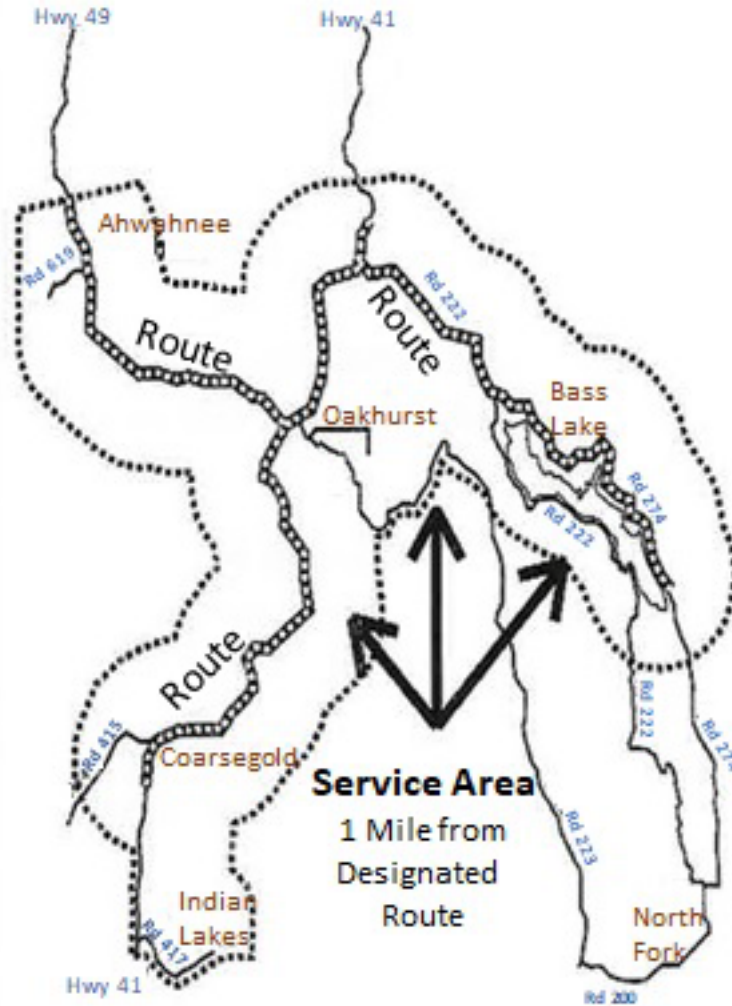


The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County seniors 60 years and older and disabled residents. As shown in Figure 14, the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

The Escort Program has been in operation since 1988 as a demand-response, general public transportation service. The system provides medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County general public residents with an emphasis on service senior residents 60 years and older and the disabled. Service is provided on Tuesdays and Thursdays from 8:30 a.m. to 4:30 p.m. A 24-hour advanced reservation is required, except for medical emergencies.

Individuals requesting a ride are required to contact the Exchange to schedule their trip. The Escort Program serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County Region as far as the Cities of Madera, Fresno, and Clovis.

Figure 14: Eastern Madera County Senior Bus Service Area Map



Other Transportation Providers

CALVANS (CALIFORNIA VANPOOL AUTHORITY)

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

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

YARTS provides public transit in the Yosemite region, with buses entering Yosemite Valley from Merced, Mammoth Lakes, Sonora, and Fresno – as well as many different towns along the way including Oakhurst. YARTS began service in May 2000, and provided an alternative to driving to over 50,728 riders for the 2022-2023 period. YARTS is managed by the Merced County Association of Governments and offers rides to all visitors to Yosemite.

Madera County Transit Services Statistics

Table 3: Madera County Transit Service FY 2022-23

TRANSIT SERVICE	PASSENGERS	REVENUE MILES	REVENUE HOURS
Fixed Routes	35,150	255,912	9,226.73
Para-Transit	20,974	64,935	5,692.47
Totals	56,124	320,847	14,919.2

AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities. Currently, all buses used by each transit agency in Madera County meet this requirement. The front of every bus has priority seating for seniors and disabled riders. All buses have lift mechanisms to assist riders in wheelchairs or with other mobility impairments to board.

In addition, the City of Madera provides complementary paratransit services to individuals with disabilities who cannot use fixed-route bus service. This service is demand-response and curb-to-curb service provided within approximately a five-mile radius of the City's downtown Intermodal Center. All buses used for paratransit by the City of Madera are lift-equipped.

REDUCED FARES

Seniors, the disabled, and Medicare cardholders are eligible for half fare (\$0.50) Monday – Friday 10:00am-2:00pm and Saturday 9:00am-4:00pm. In addition, the following agencies purchase bus tickets or passes from Madera Metro/DAR and distribute them (in some cases at no charge) to their clients or students.

- Madera Metro
- City of Madera Parks Departments
- Madera County Health Department
- Madera County Schools
- Madera County Unified School District
- Camarena Health
- Central Valley Opportunity Center (CVOC)
- Crescent View South Charter School
- Madera Community Hospital
- North Fork Tribal
- Community Action Partners
- Madera Rehab
- Madera Community College

Additionally, due to the Covid-19 Pandemic, Madera Metro instituted a free fare system during 2020 and it has remained fare free up to the writing of this report.

COORDINATED TRANSIT SERVICE PLAN

The Madera County Coordinated Public Transit Human Services Plan was updated and adopted by MCTC in July 2022 in response to requirements established by SAFETEA-LU and upheld by MAP-21. This document outlines existing public and private social service transportation systems within Madera County and offers strategies for improvement of transportation service through increased coordination and consolidation. The Coordinated Plan is being updated and expected to be finalized this year.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

Various social service providers throughout Madera County offer specialized transportation services for their clients. These services tend to address the needs that public transit cannot reasonably meet, including evening service, non-emergency medical transport, and job training transport, to name a few. MCTC regularly inventories the various area transit providers to prevent duplication of services and thereby the waste of resources.

ADDITIONAL TRANSPORTATION SERVICES AND ASSISTANCE

- TRI-COUNTY MEDICAL TRANSPORT

Tri County Medical Transport operates out of Reedley CA, in Fresno County. The company works with many insurance companies. The services cover the following counties: Fresno, Tulare, Kings, Kern, Merced and Madera. They provide a non-emergency service for clients who require daily transportation to varying doctor's appointments as well as dialysis visits. Tri County carries a variety of vehicles which can range from wheelchair accessible vans and minivans to non-wheelchair accessible cars. The company started out with 5 vehicles in a 15,000-square foot facility but is now operating with over 80 vehicles and an 86,000-square foot location. With over 100 current employees they have their own mechanic shop, call center, dispatch center, billing department.

- CENTRAL VALLEY REGIONAL CENTER

Central Valley Regional Center serves as an advocate for persons with developmental disabilities. It identifies specific client and family needs and establishes a person-centered plan and provides the most effective client services through utilization of community resources. It also assists the community in the prevention and early identification of developmental disabilities.

- CALVIVA HEALTH TRANSPORTATION

CalViva Health Plan offers routine medical transportation for healthcare and services. There is no added cost for this service for CalViva insurance holders. CalViva Health Transportation provides access for routine medical transportation services: non-emergency transportation and non-medical transportation. Rides need to be scheduled in advance. Vehicles count with wheelchairs and gurneys depending on the type of service needed. There is no mileage limit for this service and rides can be scheduled to any place that offers medical care or health care services. Mass transit rides are also available but need to be scheduled five (5) days in advance, so bus passes or tokens can be mailed.

PRIVATE PROVIDERS

Several private carriers provide inter-city services, including Greyhound and Madera Cab Company. Greyhound operates seven days a week from the City of Madera's Downtown Intermodal Center on North "E" Street. Madera Cab Company provides service in Madera County seven days a week, 24 hours a day. In addition to those private transit services listed above, other private medical transit services are available within the County.

PASSENGER RAIL/SUPPORT FACILITIES

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Amtrak operates seven days a week with twelve (12) daily stops in Madera along the BNSF Railroad alignment. The station is located on Avenue 15 ½ and Road 29. The nearest stop to the north is Merced and to the south, Fresno. Amtrak services are provided on the BNSF tracks located east of Madera. The San Joaquin Amtrak route provides passenger rail service to Oakland five times a day, Bakersfield six times a day, and Sacramento one time a day. Amtrak also provides thruway bus service

from various rail stations along the San Joaquin route to cities that are not accessible by rail, such as Los Angeles, San Francisco and San Jose.

ADEQUACY OF EXISTING SERVICE

Transportation is available in most areas of Madera County, including the remote unincorporated community of Raymond. Service is provided not only within each urbanized area, but also between urbanized areas. Passengers can easily get from most areas of the County to any other area using public transit. They can also travel into the neighboring counties of Merced by passenger rail and Fresno by bus service. Service is also available for those who are unable to ride traditional fixed-route transit.

Although adequate transit service is available for the residents of Madera County, there is always room for improvement. Service may not be available at all times or on all days. Travel between some areas may require the use of several different services. MCTC meets with the SSTAC on a quarterly basis to evaluate the adequacy of the region's current transit operations and further identify any unmet transit needs that may or may not be reasonable to meet. The region's public transit operators and social services agencies continue to cooperatively adjust their services to feasibly meet any identified unmet transit need throughout the year.

FARMWORKER VANPOOL ANALYSIS

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently serves the Counties of Madera, Fresno, Imperial, Kern, Kings, Merced, Monterey, Riverside, Santa Barbara, San Joaquin, Tulare, and Ventura, Santa Cruz, San Benito, San Bernardino, Stanislaus, and San Luis Obispo. Currently, there are 10 vans that operate out of the County of Madera.

MCTC has not received any request from an interested party identifying a direct need for vans or equipment needed for a farmworker vanpool program. As part of the unmet transit needs assessment process, no further analysis is required. However, MCTC will continue to coordinate with CalVans, and social service providers to identify if any future needs in this area are present and determine feasible means to address those needs.

Unmet Transit Needs Assessment

During this year's unmet transit needs assessment, staff received a total of 189 public comments regarding potential unmet transit needs, service improvement requests, and community needs in the region. This year the outreach was done in a hybrid format. MCTC received many comments from the community. Based on the Madera County Transportation Commission's adopted definitions of "unmet transit need" and "reasonable to meet", **unmet transit needs, including those that are not reasonable to meet**, were identified.

Public Outreach

Pursuant to TDA regulations, MCTC is required to conduct at least one public hearing to receive potential unmet transit needs from the public. MCTC held several workshops, one hybrid and four in person, and participated in one outreach event.

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

- Notice of the public hearing was circulated in the Madera Tribune on March 11, 2023 (Figure 15, below).
- Notice and information regarding the hearing was posted on maderactc.org, MCTC's Facebook page, MCTC's Instagram page and MCTC's Twitter page (Figure 16 and 17 below).
- Information, schedules, and flyers regarding the hearings were included in the meeting agendas for the Social Services Transportation Advisory Council in January 2023 and Technical Advisory Committee and the Madera County Transportation Commission's Policy Board in April 2023. The flyer (in English and Spanish) contained information about the hearing date, background information regarding the purpose of the hearings and unmet transit needs, and how residents could personally participate in the unmet transit needs process. See Figure 18 and 19.
- Information regarding the hearing was either mailed or emailed to a list of interested individuals and organizations. See Table 4 below.
- Special flyers (in English and Spanish) were posted at the following locations and more:
 - a) Madera County Library
 - b) Madera Intermodal Center
 - c) First 5 Madera County
 - d) Frank Bergon Senior Center
 - e) Chowchilla Civic Center
 - f) Madera County Transportation Commission
 - g) Oakhurst Community Center

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- h) Madera County Behavioral Services
- i) Coarsegold Market
- j) The Pines Resort
- Visual announcements (in English and Spanish) regarding the hearing were placed on all buses.

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

Figure 15: Proof of Publication

*****Proof of Publication*****
(2015.5 C.C.P.)

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

PUBLIC NOTICE

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 5814

STATE OF CALIFORNIA)
) ss.
County of Madera)

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

PUBLISHED ON: MARCH 11, 2023

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

Date: 11th of March 2023

This Day

Signature Christy Lopez

PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, April 19, 2023 at 3:00 p.m. at the Madera County Transportation Commission, 2001 Howard Road, Suite 201, Madera, California 93637 and via teleconference using Zoom. To participate in the live hearing via Zoom, use this link: <https://us06web.zoom.us/j/84360082957?pwd=WlhpVXBwRFRpR1NCS3pMcjR3MkNMQT09>

In-person testimony will take place at the Madera County Transportation Commission.

MCTC staff encourages you to submit your comment utilizing other strategies such as our online survey, email, mail, or by phone. Each comment received will be read to the Board directly to make sure your voice is heard.

A Spanish language interpreter will be available during the public hearing for those who wish to testify before the Commission in Spanish. If you would like to testify in a language other than Spanish or English or require other special accommodations, please call to testify please contact the Commission at (559) 675-0721 or publiccomment@maderactc.org by April 14, 2023, at 3:00 p.m.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the American Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

Under the California Transportation Development Act (TDA), this hearing opportunity is provided annually to take testimony on potential unmet transit needs within the region. The Commission must, subsequent to the hearing, make a determination whether the needs presented are "reasonable" to meet. After all "reasonable" needs have been met, the Commission may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.).

Members of the public, interested agencies, and civic groups are encouraged to provide comments to MCTC staff regarding any transportation needs not being met by the current transit systems. Testimony should be as specific as possible with regard to those citizens or groups of citizens not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed, and any other supporting evidence of information, which will help in the evaluation of the "reasonableness" of the requested service.

Those that are unable to participate in the hearing via Zoom, or in person, are encouraged to submit their comments in writing prior to April 19, 2023 for inclusion in the public record. You may email publiccomment@maderactc.org, call 559-675-0721 ext. 6, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at the link below: <https://www.surveymonkey.com/r/7FVL7H>

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

La Comisión de Transporte del Condado de Madera (MCTC, por sus siglas en inglés) llevará a cabo una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte dentro del Condado de Madera. La audiencia se realizará el miércoles, 19 de abril, 2023 a las 3:00 p.m., en las oficinas de la Comisión de Transporte del Condado de Madera, 2001 Howard Road, Suite 201, Madera, California 93637 y virtualmente, usando Zoom. Para participar en la audiencia en vivo, usando Zoom, use el siguiente enlace: <https://us06web.zoom.us/j/84360082957?pwd=WlhpVXBwRFRpR1NCS3pMcjR3MkNMQT09>

El testimonio en persona se llevará a cabo en Comisión de Transporte del Condado de Madera.

El personal de MCTC le recomienda que envíe su comentario utilizando otras estrategias, como nuestra encuesta en línea, correo electrónico, correo postal o por teléfono. Cada comentario recibido se leerá directamente a la Junta para asegurarse de que se escuche su voz. Una de las formas antes mencionadas de enviar un comentario será la mejor y más efectiva, dadas las circunstancias actuales.

Un intérprete de español estará disponible durante la audiencia pública para aquellos que deseen testificar ante la Comisión en español. Si desea testificar en un idioma que no sea español o inglés o necesita otras adaptaciones especiales para testificar, comuníquese con la Comisión al (559) 675-0721 o publiccomment@maderactc.org antes del 14 de abril de 2023, antes de las 3:00 p.m.

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

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Figure 16: UTN Public Hearing Post - English



UNMET TRANSIT NEEDS PUBLIC HEARING MCTC OFFICE

**🕒 WEDNESDAY
APRIL 19TH
3:00 PM**

**📍 2001 HOWARD RD
SUITE 201
MADERA, CA 93637**



Submit UTN comments for consideration

Come join us in-person at the MCTC office. Madera Metro is providing free public transit to the Hearing. For Dial-a-Ride, call 559-661-7433 in advance to make a reservation. You can also attend online at the link below

<https://us06web.zoom.us/j/84360082957?pwd=WjhPVXBwRFpaRINC3gzMnR3MkNMQT09>

for more information:
nicholas@maderactc.org
559-675-0721 ext. 6

Figure 17: UTN Public Hearing Post - Spanish



NECESIDADES INSATISFECHAS DE TRANSPORTE PÚBLICO AUDIENCIA PÚBLICA OFICINA DE MCTC

**🕒 MIÉRCOLES
19 DE ABRIL
3:00 PM**

**📍 2001 HOWARD RD
SUITE 201
MADERA, CA 93637**



Envíe comentarios de UTN para consideración

Únase a nosotros en persona en la oficina de MCTC. Madera Metro está proporcionando transporte público gratuito a la Audiencia. Para Dial-a-Ride, llame al 559-661-7433 con anticipación para hacer una reserva. También puedes asistir online en el siguiente enlace

<https://us06web.zoom.us/j/84360082957?pwd=WjhPVXBwRFpaRINC3gzMnR3MkNMQT09>

para más información:
nicholas@maderactc.org
559-675-0721 ext. 6

(UTN por sus siglas en inglés)

Figure 18: Unmet Transit Needs Hearing Flyer 2023 - English



2001 Howard Rd, Suite 201
Madera, CA 93637
nicholas@maderactc.org

UNMET TRANSIT NEEDS

Public Comment Process

There will be a PUBLIC HEARING on Wednesday, April 19, 2023 at 3:00 pm in the MCTC Conference Room at 2001 Howard Rd, Suite 201, Madera, CA 93637 for public comments on unmet public transit needs in Madera County.

PUBLIC HEARING

Participate in-person or virtually by using this link or scan the QR code to the right:

<https://us06web.zoom.us/j/84360082957?pwd=WjhPVXBwRFpaR1NCS3gzMnR3MkNMQT09>
To call in, dial 1-408-638-0968, use Meeting ID 843 6008 2957 and passcode 136890.



Spanish interpretation will be available during the public hearing. Free transit will be provided to the public hearing for individuals in the City of Madera.

If you are unable to attend the hearing in person or over Zoom, please email comments to publiccomment@maderactc.org, call 559-675-0721 ext. 6, or send written comments to: 2001 Howard Road, Suite 201, Madera, CA 93637.

UTN SURVEY

Fill out the UTN Survey online by using this link or scan the QR code to the right:

<https://www.surveymonkey.com/r/7JPVL7H>



Figure 19: Unmet Transit Needs Hearing Flyer 2023 - Spanish



2001 Howard Rd, Suite 201
Madera, CA 93637
nicholas@maderactc.org

NECESIDADES DE TRANSPORTE PÚBLICO NO SATISFECHAS Proceso de Comentario Público

Habrà una AUDIENCIA PÚBLICA el miércoles 19 de abril de 2023 a las 3:00 p. m. en la Sala de Conferencias de MCTC en 2001 Howard Rd, Suite 201, Madera, CA 93637 para comentarios públicos sobre las necesidades no satisfechas de transporte público en el Condado de Madera.

AUDIENCIA PÚBLICA



Participe en persona o virtualmente usando este enlace o escanea el código QR a la derecha:

<https://us06web.zoom.us/j/84360082957?pwd=WjhPVXBwRFpaR1NCS3gzMnR3MkNMQT09>
Para llamar, marque 1-408-638-0968, use el ID de reunión 843 6008 2957 y el código de acceso 136890.

Habrà interpretación en español disponible durante la audiencia pública. Se proporcionará transporte público a la audiencia pública para las personas en la Ciudad de Madera.

Si no puede asistir a la audiencia en persona o por Zoom, envíe sus comentarios por correo electrónico a publiccomment@maderactc.org, llame al 559-675-0721 ext. 6, o envíe sus comentarios por escrito a: 2001 Howard Road, Suite 201, Madera, CA 93637.

ENCUESTA UTN



Llena la Encuesta UTN en línea usando este enlace o escanea el código QR a la derecha:
<https://www.surveymonkey.com/r/7JPVL7H>

Table 4: List of Interested Individuals and Organizations

AGENCY	ADDRESS
City of Chowchilla	145 Robertson Boulevard, Chowchilla, CA 93610
MV – Dial-A-Ride	123 North E Street #102, Madera, CA 93638
Madera County Health Department	1604 Sunrise Avenue, Madera, CA 93638
City of Madera	205 West 4 th Street, Madera, CA 93637
Department of Social Services	P.O. Box 569., Madera, CA 93638
Community Action Partnership of Madera County	1225 Gill Avenue, Madera, CA 93637
Center for Independent Living	1225 Gill Avenue, Madera, CA 93637
First 5 Madera County	525 E Yosemite Avenue, Madera, CA 93638
Madera Parks and Community Services	1030 South Gateway Drive, Madera, CA 93637
Madera County Health Department – Comprehensive Prenatal Outreach	1604 Sunrise Avenue, Madera, CA 93638
Moy and Associates	6082 Millerton Road, Friant, CA 93626
Camarena Health Centers, INC.	201 South B Street, Madera, CA 93638
Fresno-Madera Area Agency on Aging	2037 West Bullard Ave. #512, Fresno, CA 93711
Community Integrated Work Program	968 Emily Way, Madera, CA 93637
Kings View Community Services	125 South D Street #101, Madera, CA 93638
Madera County Welfare Dept – Child Protective Services	P.O. Box 569, Madera, CA 93639
Picayune Rancheria of the Chukchansi Indians	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Madera County Behavioral Health	209 E. 7 th St. Madera, CA 93638
Madera County Department of Social Services	1626 Sunrise Avenue, Madera, CA 93637
Oakhurst Sierra Senior Care	49111 Cinder Lane P.O. Box 122, Oakhurst, CA 93644

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Oakhurst Area Chamber of Commerce	40343 Highway 41, Oakhurst, CA 93644
Madera Community College	30277 Avenue 12, Madera, CA 93638
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
Oakhurst Counseling Center	49774 Road 426, Suite D, Oakhurst, CA 93644
SCCD - Oakhurst Center	P.O. Box 1910, Oakhurst, CA 93644
North Fork Rancheria of Mono Indians	33143 Road 222 P.O. Box 929, North Fork, CA 93643
Sierra Mono Indian Museum	33103 Road 228, North Fork, CA 93643
American Association of Retired Persons	2713 Monocott Drive, Madera, CA 93637
Pacific Family Health Madera Dialysis	266 North Grove Industrial Drive, Fresno, CA 93727
Bass Lake Chamber of Commerce	P.O. Box 126, Bass Lake, CA 93604
Frank A. Bergson Senior Center	238 South D Street, Madera, CA 93637
Golden Valley Chamber of Commerce	37167 Avenue 12, Suit 5C, Madera, CA 93638
Madera County Council on Aging	1030 S. Gateway Drive, Madera, CA 93637
North Fork Chamber of Commerce	33037 Rd 222, North Fork, CA 93643
Chowchilla District Chamber of Commerce	P.O. Box 638, Chowchilla, CA 93610
Ranchos/Hills Senior Center	37330 Berkshire Drive, Madera, CA 93638
Madera Coalition for Community Justice	219 S. D Street, Madera, CA 93638
Madera Chamber of Commerce	120 North E Street, Madera, CA 93638
Rolling Hills Citizens Association	41016 Ave 11, Madera, CA 93636
Coarsegold Chamber of Commerce	P.O. Box 815, Coarsegold, CA 93614
Leadership Counsel for Justice and Accountability	2210 San Joaquin St. Fresno, CA 93721
Fairmead and Friends	P.O. Box 517, Chowchilla, CA 93610
Chowchilla Senior Center	130 S. Second St. Chowchilla, CA 93610
Madera County Food Bank	225 South Pine, Madera, CA 93637
Valley Children's Hospital	9300 Valley Children's Pl., Madera, CA 93638
Madera County Connection	201 W Almond Ave, Madera, CA 93637

Madera County Workforce	2037 W Cleveland Ave, Madera, CA 93637
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INDIVIDUALS	
Cynthia Ortegon	Russell Shaw
Daniel Rivera	Nancy Fitzgerald
Doris Harley	Pamela Mashack
Jose Munera	Linda Clark
Mike Fuller	Modesta Avila
Gloria T. Media	

Analysis of the Comments Received at the Public Hearings

The following tables provide a summary of the public comments that were received. Out of the One hundred and eighty-nine comments, two of the public comments were considered by the SSTAC to unmet needs that are reasonable to meet and nine were considered unmet needs that are not reasonable to meet. The SSTAC applied the MCTC Policy Board adopted definition of “unmet transit need” and “reasonable to meet” to those comments and determined that for Fiscal Year 2023-2024 there **are unmet transit needs, including transit needs that are reasonable to meet**. MCTC staff concur with the SSTAC’s finding. See Table 5.

All comments were compiled and included with the SSTAC agenda for May 1, Appendix D. Agenda items of the meetings held by the SSTAC this fiscal year are also included in the Appendix.

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Table 5: SSTAC Analysis of Potential Unmet Transit Needs FY 2023 – 2024

Analysis of Comments Received During the FY 22/23 Unmet Transit Needs Process						
#	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	NOTES
Comments Cards from beginning of UTN cycle						
1	City of Madera	METRO	La Brea Avenue Needs sidewalks Many Potholes to be fixed	Not an Unmet Transit Need		City of Madera Public Works
2	City of Madera	METRO	La Brea Avenue Needs sidewalks Many Potholes to be fixed	Not an Unmet Transit Need		City of Madera Public Works
3	City of Madera	METRO	Ave 17, The Street is pretty rundown with many potholes. / A bus stop is needed in this area	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need
4			Gateway Dr. Many potholes on the streets. Lake St and Rd 27 add stop sign. Many pot holes there, too.	Not an Unmet Transit Need		City of Madera Public Works
5	City of Madera	METRO	Sebastian St. Improve transit. Add more bus stops.	Unmet Transit Need	Not reasonable to meet	The proposed stop is within 1/4 mile of another stop, the minimum threshold to have between stops. City of Madera has conducted multiple public hearings and outreach events for the new Madera Transit Plan to solicit recommendations for new stops
6	City of Madera	METRO	Raymond Rd. Add bus stop.	Unmet Transit Need	Not reasonable to meet	The proposed stop is within 1/4 mile of another stop, the minimum threshold to have between stops. City of Madera has conducted multiple public hearings and outreach events for the new Madera Transit Plan to solicit recommendations for new stops
7			E. Yosemite I have lived on this street since 2011 and the street is always the same too many potholes.	Not an Unmet Transit Need		City of Madera Public Works
8			E Yosemite Ave Potholes Transit Gateway Dr. Potholes and traffic.	Not an Unmet Transit Need		City of Madera Public Works

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9			145 Lots of traffic There is a need for more safety for children that walk to school	Not an Unmet Transit Need		Need to know location
10	City of Madera	METRO	Gateway Dr. It has lots of potholes	Not an Unmet Transit Need		City of Madera Public Works
11			More streetlights on Cross St.	Not an Unmet Transit Need		Not Transit
12			Improve transit. Add more bus stops in the outskirts of the city of Madera.	Not an Unmet Transit Need		Not an Unmet Transit Need, too vague, bus stops on outskirts are being added
13			More safety near Sierra Vista. Gateway Dr. has lots of potholes that need fixing	Not an Unmet Transit Need		City of Madera Public Works
14			Rd 26 has lots of potholes and the road is not in good condition since the trucks use this street daily.	Not an Unmet Transit Need		City of Madera Public Works
15	City of Madera	METRO	By Central Ave and Gateway Dr. Lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
16			Parkwood, Lighting on the streets. There are lots of potholes on the streets.	Not an Unmet Transit Need		City of Madera Public Works
17			Ave 17 has lots of potholes and the street condition is bad. RD 21, the same.	Not an Unmet Transit Need		City of Madera Public Works
18			Tulare St. Lots of potholes E Yosemite Ave, lots of potholes Gateway Dr., lots of potholes City of Madera	Not an Unmet Transit Need		City of Madera Public Works
19	City of Madera	METRO	Ave 13 lots of potholes Street-lights / Transit for Ave 13	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need, too vague, Madera Transit Plan already addresses that

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20	City of Madera	METRO	Davis St. Lots of potholes Street-lights	Not an Unmet Transit Need		City of Madera Public Works
21	City of Madera	METRO	Davis St. Lots of potholes Street-lights	Not an Unmet Transit Need		City of Madera Public Works
22			Lili S and Sunrise Ave Speed bumps to lower car speed for children's safety	Not an Unmet Transit Need		City of Madera Public Works
23	City of Madera	METRO	Washington St and Washington Ave needs sidewalk and street-lights. E. Yosemite Ave., many potholes	Not an Unmet Transit Need		City of Madera Public Works
24			E Cleveland Ave and Kennedy St. Kennedy St, lots of potholes Rd 27 lots of potholes	Not an Unmet Transit Need		City of Madera Public Works
25	City of Madera	METRO	Improve transit, it arrives too late to the bus stop. / Add sidewalk in the Cross St area	Not an Unmet Transit Need		Not an Unmet Transit Need, operational issue / City of Madera Public Works
26			Ave 13 and Rd 21 there are lots of potholes in the outskirts of Madera.	Not an Unmet Transit Need		City of Madera Public Works
27	City of Madera	METRO	Road 26 and Ave 17 1/2, Add more transit, I have an acquaintance that uses transit. / Also fix streets, there are lots of potholes.	Not an Unmet Transit Need		Not an Unmet Transit Need, being considered in new plan / City of Madera Public Works
28			Clark and Owens St. Lots of potholes and fix the streets. Street lights because they are very dark.	Not an Unmet Transit Need		City of Madera Public Works
29			Ave 7 and Rd 21, 23, 24, Fix streets, there are lots of potholes. / More street security around those areas.	Not an Unmet Transit Need		City of Madera Public Works / Police have increased patrols in the area
30	City of Madera	METRO	Merced and E Cleveland Ave Add sidewalks Street-lights / Improve transit around E Cleveland Ave.	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need, too vague

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31			S Gateway Dr/ N Gateway Dr., this whole road has lots of potholes	Not an Unmet Transit Need		City of Madera Public Works
32			S Gateway Dr. Has lots of potholes from Madera Ave and E. 9th St. also has lots of potholes	Not an Unmet Transit Need		City of Madera Public Works
33	City of Madera	METRO	Gateway Dr., Lots of Potholes / and improve transit	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need, too vague
34			E. Yosemite Ave, lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
35			Gateway Dr./Yosemite Ave. Lots of potholes The Street is cracked.	Not an Unmet Transit Need		City of Madera Public Works
36			Tulare St and Sherwood Way. Add a speed bump or signal light	Not an Unmet Transit Need		City of Madera Public Works
37			Tulare St. Add speedbumps, cars go too fast. Add sidewalks to be able to walk safely. Kennedy St. More streetlights.	Not an Unmet Transit Need		City of Madera Public Works
38			Tulare St and Sherwood Way. Speed bumps, speed limit signage, sidewalks.	Not an Unmet Transit Need		City of Madera Public Works
39	City of Madera	METRO	Sherwood and Luke St. Add a stop light for children's that play in the park safely and also for those that walk to school because there have been many accidents there. Grant Ave I live on that street since my children were born. That was 5 years ago and I always see students walking on the street to go to school because	Not an Unmet Transit Need		City of Madera Public Works

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			there is no sidewalk. E. Yosemite Ave., there are lots of potholes.			
40	City of Madera	METRO	Lake St. Fix Lake St because there are lots of potholes. Lake St and Central St. E. Yosemite Ave., also has tons of potholes. Grant Ave More street lights.	Not an Unmet Transit Need		City of Madera Public Works
41	City of Madera	METRO	Grant Ave. Add more sidewalks so students can walk safely to school, there are walking on the street right now because there are no sidewalks. Streetlights on Grant Ave and E. Yosemite Ave. There are lots of potholes. City of Madera	Not an Unmet Transit Need		City of Madera Public Works
42	City of Madera	METRO	Grant Ave. Add sidewalks on the streets for students safety. E. Yosemite Ave. There are lots of potholes. / Improve transit.	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need, too vague
43			By Grant Ave there are no sidewalks for walking or to drop kids to school. Add more street lights on Grant Ave. Improve E. Yosemite Ave because there are lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
44	City of Madera	METRO	Fix Lake St., E. Yosemite Ave, Grant Ave, Merced St., there are no sidewalks. Add more bus shelters at bus stops.	Not an Unmet Transit Need		City of Madera Public Works
45	City of Madera	METRO	More safety around N. Lake St and Adell St., children cross the street to get to school and cars do not respect stop	Not an Unmet Transit Need		Madera Police, maybe nearby school / City of Madera Public Works

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			sign. / Please add a stop light.			
46			Sherwood Way and Lake St. more safety for crossing, add a street light. There have been many accidents.	Not an Unmet Transit Need		City of Madera Public Works
47			E. Yosemite Ave. There are lots of potholes on the street, fix them. / More local, we don't want to continue spending on the freeway.	Not an Unmet Transit Need		City of Madera Public Works / Not Transit
48			Cross St, E Yosemite Ave, add more sidewalks on these streets. E. Yosemite Ave, fix potholes.	Not an Unmet Transit Need		City of Madera Public Works
49			I have been living for 20 years around Cross St and Magnolia St and it has never been fixed: sidewalks, street lights, fix the streets.	Not an Unmet Transit Need		City of Madera Public Works
50			Increase safety around Riverside Dr., E. S St. when crossing the street to reach the bus for school.	Not an Unmet Transit Need		City of Madera Public Works
51			Columbard Dr. Cut back trees/tree branches they are at car level. Fix sidewalks on Colombard Dr.	Not an Unmet Transit Need		City of Madera Public Works
52			Fix Ave 7. Streets have lots of potholes. Rd. 24, Ave 7 1/2, Ave 8.	Not an Unmet Transit Need		County of Madera Public Works
53			Crystal Dr and Devon way More street lights on these streets. Add sidewalks	Not an Unmet Transit Need		City of Madera Public Works
54			E. Yosemite Ave, there are lots of potholes	Not an Unmet Transit Need		City of Madera Public Works
55			More security around the outskirts of Chowchilla	Not an Unmet Transit Need		Chowchilla Police / Sheriff

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56			Fix streets, there are lots of potholes. E. Robertson Blvd., the streets are ugly.	Not an Unmet Transit Need		City of Chowchilla Public Works
57			E. Yosemite Ave and Lake St. there are lots of potholes. More safety around Sunrise Ave. Vehicles drive too fast in the street.	Not an Unmet Transit Need		City of Madera Public Works
58			Fix E Yosemite Ave. Add speed bumps on Tulare St., cars drive too fast there.	Not an Unmet Transit Need		City of Madera Public Works
59			S. Gateway Dr., there are lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
60	City of Madera	METRO	MAX-Improve, Improve transit. / More sidewalks on Tulare St.	Not an Unmet Transit Need		Not an Unmet Transit Need, too vague / City of Madera Public Works
61			Ave 7, Ave 8 1/2, Ave 8 fix these streets, I use them to go to work.	Not an Unmet Transit Need		Not Transit
62			Ave 7, Ave 8 1/2, Ave 8, Rd. 24, Rd. 23, Ave 10 1/2, they have lots of potholes	Not an Unmet Transit Need		County of Madera Public Works
63			Ave 8, Ave 8 1/2, Rd. 24, Rd. 23, fix these streets. They have lots of potholes. / More transit for La Vina	Not an Unmet Transit Need		County of Madera Public Works / Not an Unmet Transit Need, too vague
64			E. Yosemite Ave, there are lots of potholes. More sidewalks. More streetlights on E. Yosemite Ave.	Not an Unmet Transit Need		City of Madera Public Works
65	City of Madera	METRO	Cross St, Magnolia St., Washington Ave, E. Sixth St. More sidewalks Streetlights Fix the streets, lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works

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66			Drainage problems when it rains, Paraiso St. find location Fix Rd. 24 and Ave 7, Rd 23 so we can carry our shopping. More streetlights, the streets are dark. For people's safety.	Not an Unmet Transit Need		City of Madera Public Works
67			I have been living on Cross St for more than 20 years, it needs lighting and sidewalks for children's safety. E Yosemite Ave has lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
68			More safety for children that use Rd. 29, there are no sidewalks or marked bike lanes.	Not an Unmet Transit Need		City of Madera Public Works
69			All East Madera, old Madera around Rancho San Miguel needs fixing because there are no sidewalks and it is lacking streetlights.	Not an Unmet Transit Need		City of Madera Public Works
70	City of Madera	METRO	E. Yosemite Ave. First fix the main street E. Yosemite Ave because there are lots of potholes. / Improve transit, add more bus shelters and maintain the area clean.	Not an Unmet Transit Need		City of Madera Public Works / This has been addressed at previous SSTAC meeting
71			Improve E. Yosemite Ave, there are lots of potholes, when cars drive by, you don't know if you'll step in one.	Not an Unmet Transit Need		City of Madera Public Works
72	City of Madera	METRO	Improve transit, there is lots of garbage at the bus stop. Add bus shelters at the Adell St bus stop, it doesn't have one.	Not an Unmet Transit Need		This has been addressed at previous SSTAC meeting
73			Sunrise Ave, add more speed bumps.	Not an Unmet Transit Need		Not Transit

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74			More safety around Sierra Vista School	Not an Unmet Transit Need		City of Madera Public Works / school principal / Madera Police if necessary
75			Add more sidewalks around the Sierra Vista School and a stop sign.	Not an Unmet Transit Need		City of Madera Public Works
76	City of Madera	METRO	Lake St. Improve streets, there are lots of potholes. / Improve transit by adding bus shelters at the bus stops.	Unmet Transit Need	Reasonable to meet	City of Madera Public Works / City of Madera aims to add shelters to bus stops within the next year
77			Improve Gateway Ave. Improve E. Yosemite Ave, it has lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
78			Knox. St. Sidewalks Potholes - E. Yosemite Ave.	Not an Unmet Transit Need		City of Madera Public Works
79			Lots of garbage around Raymond Rd and homeless had broken in the apartment I live at.	Not an Unmet Transit Need		City of Madera Public Works / Sanitation
80	City of Madera	METRO	There is lots of garbage by Raymond Rd because of homeless people.	Not an Unmet Transit Need		Sheriff

81			Fix streets there are lots of potholes / and improve transit, my mother uses transit.	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need, too vague
82	City of Madera	METRO	improve it. It arrives too late.	Not an Unmet Transit Need		Not an Unmet Transit Need, operational issue
83			Ave 18, there are lots of potholes. Rd 24, lots of potholes	Not an Unmet Transit Need		County of Madera Public Works
84	City of Madera	METRO	improve it. Other-Taxi Austin St and Martin St. / There are too many potholes and it needs road markings.	Not an Unmet Transit Need		Not an Unmet Transit Need, not enough information, not affiliated with taxi / City of Madera Public Works

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85	City of Madera	METRO	More transit in the area of Rd 29 / and Ave 13 1/2 has lots of potholes.	Not an Unmet Transit Need		Not an Unmet Transit Need, too vague / City of Madera Public Works
86	City of Madera	METRO	more transit / RD 29. Improve the Street, there are lots of potholes on Ave 13. Add more sidewalks for children that go to Cesar Chavez.	Not an Unmet Transit Need		Not an Unmet Transit Need, not enough information, being addressed / City of Madera Public Works
87			Improve the streets in Madera	Not an Unmet Transit Need		Not Transit
88			Adell St and Sonora St. Potholes, streetlights. Owen St., potholes.	Not an Unmet Transit Need		City of Madera Public Works
89			E Yosemite Ave Potholes Sidewalks Streetlights Homeless people	Not an Unmet Transit Need		City of Madera Public Works
90			Improve E. Yosemite Ave. It has lots of potholes and fix the sidewalks. I have been living around this area for 15 years and there are no improvements being made.	Not an Unmet Transit Need		City of Madera Public Works
91			Cross St., Vineyard, E. Yosemite Ave Lots of potholes More sidewalks Improve transit around the E. Yosemite Ave.	Not an Unmet Transit Need		City of Madera Public Works
92	City of Madera	METRO	Improve E. Yosemite Ave. There are lots of potholes and you don't know when you'll step in one. I	Not an Unmet Transit Need		City of Madera Public Works

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			have been living in Vineyard Ave for more than 20 years			
93			K St. Sidewalk E. Yosemite Ave, lots of potholes.	Not an Unmet Transit Need		City of Madera Public Works
94	City of Madera	METRO	MAX-Improve it / K St. Sidewalks Potholes	Not an Unmet Transit Need		Not an Unmet Transit Need, being addressed / City of Madera Public Works
95			Around K St. Sidewalks are needed for children's safety	Not an Unmet Transit Need		City of Madera Public Works
96			Improve the streets around Madera, there are lots of potholes. Cleveland and Tulare St. Add speed bumps and street lights	Not an Unmet Transit Need		City of Madera Public Works
97	City of Madera	METRO	E Yosemite Ave Lots of potholes. Fix sidewalks.	Not an Unmet Transit Need		City of Madera Public Works
98			Tulare St and Kennedy St. Speed bumps, cars do not pay attention to speed sign. Sidewalks where it is needed. More street lights.	Not an Unmet Transit Need		City of Madera Public Works
99	City of Madera	METRO	Stop signs for children's safety when they walk to school and add more sidewalks. Make crossings more visible.	Not an Unmet Transit Need		Not Transit
100	City of Madera	METRO	D St. And Paul St. Improve transit. / Improve school bus / More streetlights around Madera.	Not an Unmet Transit Need		Not an Unmet Transit Need, too vague / MUSD / City of Madera Public Works
101	City of Madera	METRO	Improve safety for children who walk to school they need more protection when crossing streets. Stop signs.	Not an Unmet Transit Need		Not Transit
102			Cross St., more sidewalks. E. Yosemite, fix potholes. Clinton St., add more sidewalks for children. / Improve	Not an Unmet Transit Need		City of Madera Public Works / Not an Unmet Transit Need, operational issue

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			transit, it takes too long.			
103	City of Madera	METRO	S. G St and 6th St. There are lots of potholes Street lights.	Not an Unmet Transit Need		City of Madera Public Works
104	City of Madera	METRO	We would like more street lights on the old parts of Madera: 9th St, Cross St, Fig St. / Improve transit: add more benches to bus stops.	Unmet Transit Need	Reasonable to meet	City of Madera Public Works / City of Madera aims to add benches to bus stops within the next year
105	City of Madera	METRO	S. G. St. Streetlights There is not good drainage when it rains. There is water right in front of my residence.	Not an Unmet Transit Need		City of Madera Public Works (should address)
106	City of Madera	METRO	Transit: waiting for the bus takes one hour and then one more hour to reach drop off. More bus shelters are needed at bus stops.	Not an Unmet Transit Need		Not Transit / This has been addressed at previous SSTAC meeting
107	City of Madera	METRO	Lake St and Clinton St. Add more sidewalks on Clinton St for children. Streetlights for walking E. Yosemite Ave has lots of potholes	Not an Unmet Transit Need		City of Madera Public Works
108	City of Madera	METRO	Improve transit. It arrives too late to where it is heading.	Not an Unmet Transit Need		This has been addressed at previous SSTAC meeting
109			Sunrise Ave Speed bumps on the streets / No respect for speed limit sign.	Not an Unmet Transit Need		City of Madera Public Works / Madera Police
110	City of Madera	METRO	E. Yosemite Ave Lots of potholes there. D St., more sidewalks so children can walk to school. More streetlights.	Not an Unmet Transit Need		City of Madera Public Works
111			H St. And 10th St., pave the streets, there is a lot of dirt. Streetlights, sidewalks.	Not an Unmet Transit Need		City of Madera Public Works

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112			Laguna and Raymond Rd. Speed bumps because cars drive too fast. Lots of problems with homeless on the streets because they steal.	Not an Unmet Transit Need		Sheriff civil division (multiple requests), maybe cc Madera CHP office: Hector
113	City of Madera	METRO	E Kennedy St and Jericho Dr. Stop sign because cars do not respect the crossing area. Speed bumps for children's safety.	Not an Unmet Transit Need		City of Madera Public Works
114			Rd 29 and Cesar Chavez school. More sidewalks so students can walk at ease.	Not an Unmet Transit Need		City of Madera Public Works
115			Stop sign at Sierra Vista School for children's safety. Fix potholes in E Yosemite	Not an Unmet Transit Need		City of Madera Public Works / School principal
116	City of Madera	METRO	Fid RD 28, 29 and all more streetlights on Ave 13 1/2	Not an Unmet Transit Need		Not Transit
117	City of Madera	METRO	N. E. St. Repair potholes in this area.	Not an Unmet Transit Need		City of Madera Public Works
118	City of Madera	METRO	More streetlights on Washington Ave for walking to work at night. / Improve transit. It has taken more than 2 hours.	Not an Unmet Transit Need		City of Madera Public Works / This has been addressed at previous SSTAC meeting
119			Gateway Dr. Many potholes Yosemite also has many potholes.	Not an Unmet Transit Need		City of Madera Public Works
120			Harford Way and Ave 18 1/2 Too many potholes on the streets, it makes us spend more on car maintenance	Not an Unmet Transit Need		County of Madera Public Works
121			RD 28, more trash pick up	Not an Unmet Transit Need		City of Madera Public Works / County of Madera Public Works / Sanitation
122	City of Madera	METRO, DAR	Roger St. Repair potholes Street lights / Transit arrives too late.	Not an Unmet Transit Need		City of Madera Public Works, County of Madera Public Works / This has been addressed at previous SSTAC meeting
123	City of Madera	METRO, DAR	Improve transit, it has arrived too late	Not an Unmet Transit Need		Not an Unmet Transit Need, operational issue, too vague

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			at the bus stop. Add more bus shelters.			
124	City of Madera	METRO	Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	Not an Unmet Transit Need		City of Madera Public Works
125			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
126			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
127			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
128			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
129			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
130			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
131			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
132			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
133			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
134			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
135			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
136			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
137			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
138			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works

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139			Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	Not an Unmet Transit Need		City of Madera Public Works
140			Cross St Sidewalks Street-light Speed bumps Speed limit sign	Not an Unmet Transit Need		City of Madera Public Works
141			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
142			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
143			Cross St Sidewalks Street-light	Not an Unmet Transit Need		City of Madera Public Works
144			Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	Not an Unmet Transit Need		City of Madera Public Works
145			Cross St Sidewalks Street-light	Not an Unmet Transit Need		City of Madera Public Works
146			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
147			Cross St Sidewalks Street-light Speed bumps	Not an Unmet Transit Need		City of Madera Public Works
Workshops						
148	County	Medical Escort	2 days is insufficient	Not an Unmet Transit Need		Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
149	County		More space on bus. Scooter space only leaves 4 extra spaces in bus	Not an Unmet Transit Need		This is an operational issue and can be addressed on a case by case basis.
150	County		Schedule delivery down to 3 hospitals in Fresno	Not an Unmet Transit Need		Medical Escort is available for trips into Fresno for Medical Purposes.
151	County	MCC	Coordination between Madera & Fresno services	Not an Unmet Transit Need		Connections are currently available at Valley Childrens Hospital. Discussions are ongoing to improve coordination as needed.
Online						

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152	County	Escort Service	Request for Senior bus to travel to 49 and Rd 601	Not an Unmet Transit Need		The Madera County Escort Service already covers this area upon request.
153	County		Bike lanes in Eastern Madera County - hwy 49, hwy 41, all around Bass Lake!	Not an Unmet Transit Need		This is a Streets & Roads need and can only be addressed with Local Transit Funds if all transit-specific needs are met.
154			Uber, Lyft, etc.	Unmet Transit Need	Not reasonable to meet	The County is currently evaluating the use of Microtransit service to meet this need.
155	County	MCC	Direct Route between North Fork and Children's Hospital	Not an Unmet Transit Need		Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
Comment Cards						
156	County	MCC DAR	Request for DAR to come up private roads to pick up residents	Not an Unmet Transit Need		This is a safety issue because the condition of the private road is unknown and potential liability issues come into play.
157	County	MCC DAR	Request for voucher system for taxi, Uber etc., microtransit	Unmet Transit Need	Not reasonable to meet	The County is currently evaluating the use of Microtransit service to meet this need.
158	County	MCC	MCC operation later in the day	Unmet Transit Need	Not reasonable to meet	Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
159	County	MCC	MCC more reliable hours	Unmet Transit Need	Not reasonable to meet	Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
160	County	MCC	MCC extended weekend operations	Unmet Transit Need	Not reasonable	Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will

					le to meet	affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
161	County	MCC	MCC Sunday operations	Unmet Transit Need	Not reasonable to meet	Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
162	County	MCC DAR	MCC DAR service to Fresno hospitals	Unmet Transit Need	Not reasonable to meet	Madera County offers the Medical Escort service to transport individuals to doctor or medical appointments in Madera, Fresno & Clovis.
Comments from Leadership Council for Justice and Accountability Counsel Letter 2023-24						
163	MCTC		Conduct culturally relevant public engagement process on unmet transit needs by directly speaking with residents	Not an Unmet Transit Need		MCTC is only required to hold one UTN Public Hearing per year. In addition to the Public Hearing, in the past cycle, there have been four workshops, one in Chowchilla, one in Oakhurst, and two in Madera, and one outreach event at the Pomegranate Festival. An additional workshop was scheduled in North Fork, but was cancelled due to record-breaking snowfall. The workshop will still be held at a to-be-determined date.
164	MCTC		Incorporate an equity framework in decision-making around investments for public transit funding	Not an Unmet Transit Need		This is outside the purview of SSTAC
Comments from Leadership Council for Justice and Accountability Counsel Letter Previous Years						
165	City of Madera	METRO	A. Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.	SSTAC reaffirms the previously adopted recommendation		The City of Madera aims to address many operational issues with the adoption of the Madera Transit Plan.
166	ALL	ALL	B. Residents and transit users report a need to expand rate assistance programs to	SSTAC reaffirms the previously adopted		This is subject to grant availability and project competitiveness. Sufficient need must be verified.

			provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.	recommend- ation		
167	County		C. Residents and transit users report a need for street lighting in La Vina, Fairmead, and Madera County to ensure transit users' first and last miles are safely lit.	SSTAC reaffirms the previously adopted recommend- ation		This is a Streets & Roads need and can only be addressed with Local Transit Funds if all transit-specific needs are met.
168	City of Madera		D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.	SSTAC reaffirms the previously adopted recommend- ation		
169	County		E. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La	SSTAC reaffirms the previously adopted recommend- ation		This is a Streets & Roads need and can only be addressed with Local Transit Funds if all transit-specific needs are met.

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			Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.			
170	County		F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.	SSTAC reaffirms the previously adopted recommendation		This is a Streets & Roads need and can only be addressed with Local Transit Funds if all transit-specific needs are met.
171		All	G. Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is traveling along its route with its final	SSTAC reaffirms the previously adopted recommendation		Basic signage is available at this site via the Transit App and website. Additional schedule information is in the process of being posted at each stop. Electronic signage is a costly project that is being considered for a grant application in the future.

			destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.			
172	County	MCC	H. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.	SSTAC reaffirms the previously adopted recommendation		This route runs on Mondays, Wednesdays & Fridays. Monday was added last year. The County is currently evaluating the use of Microtransit service to increase options in this area.
173	County	MCC	I. Residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible in collaboration with Fairmead residents, and oversee	SSTAC reaffirms the previously adopted recommendation		This stop will be constructed subject to the schedule associated with the agreement between California High Speed Rail (HSR), Madera County General Services and the Friends of Fairmead (FOF). Within that agreement Madera County General Services, in collaboration with HSR and FOF will develop a new community center sight that will include a new bus stop with a bus stop shelter.

			progress to ensure this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.			
174			J. Indigenous residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.	SSTAC reaffirms the previously adopted recommendation		
175	County	MCC	K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.	SSTAC reaffirms the previously adopted recommendation		This is a Streets & Roads need and can only be addressed with Local Transit Funds if all transit-specific needs are met.
176	County		The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	SSTAC reaffirms the previously adopted recommendation		Insufficient ridership potential exists for this new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
177	County		The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera;	SSTAC reaffirms the previously adopted recommendation		Insufficient ridership potential exists for the new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
178	County		A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this	SSTAC reaffirms the previously adopted recommendation		This stop will be constructed subject to the schedule associated with the agreement between California High Speed Rail (HSR), Madera County General Services and the Friends of Fairmead (FOF). Within that agreement Madera County General Services, in

			crucial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.			collaboration with HSR and FOF will develop a new community center sight that will include a new bus stop with a bus stop shelter.
179	County		Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit. Extend to rest of the week including weekends and	SSTAC reaffirms the previously adopted recommendation		Insufficient ridership potential exists for the new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
180	County		Additional routes during the day.	SSTAC reaffirms the previously adopted recommendation		Insufficient ridership potential exists for the new, expanded, or revised transit service. The proposed transit service will affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
181	City of Madera	Metro	Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	SSTAC reaffirms the previously adopted recommendation		The City of Madera has had discussions with Walmart and have had city engineers survey the land for a potential stop. A proposal was sent to Walmart on 1/21/23.
182	City of Madera		Installation of trash cans on MAX buses	SSTAC reaffirms the previously adopted recommendation		

Final Analysis and Recommendations Report July 2023

183	City of Madera		Thirty-minute incremented bus service on all MAX routes;	SSTAC reaffirms the previously adopted recommendation		The City of Madera aims to address many operational issues with the adoption of the Madera Transit Plan.
184	City of Madera		Improvements to the "Dial-a-Ride" Dispatch system	SSTAC reaffirms the previously adopted recommendation		
185	City of Madera		Extended MAX service operation on weekends;	SSTAC reaffirms the previously adopted recommendation		
186	All	All	Equip bus stops and buses with route-related signage	SSTAC reaffirms the previously adopted recommendation		Basic signage is available at all County bus stops via the Transit App and website. Additional schedule information is in the process of being posted at each stop. Electronic signage is a costly project that is being considered for a grant application in the future.
187	All	All	Apply for grant funding to secure free rides for students	SSTAC reaffirms the previously adopted recommendation		This is subject to grant availability and project competitiveness. Sufficient need must be verified.
188	MCTC		Pursuit of regional funding for an electric rural rideshare program	SSTAC reaffirms the previously adopted recommendation		
189	All	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	SSTAC reaffirms the previously adopted recommendation		The requested training is already addressed through the County's Title VI Program.

NOTE: Formatted to fit page. Original document included in the appendix.

Appendices

- A. Social Services Transportation Advisory Council Meeting Agenda – August 2, 2022
- B. Social Services Transportation Advisory Council Meeting Agenda – November 17, 2022
- C. Social Services Transportation Advisory Council Meeting Agenda – January 30, 2023
- D. Social Services Transportation Advisory Council Meeting Agenda – May 1, 2023
- E. Recommendation To MCTC Board From SSTAC
- F. Resolution

APPENDIX A

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – AUGUST 2, 2022



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

August 2, 2022

TIME

2:30 PM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

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

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

Important Notice Regarding COVID 19

Regarding any disruption that prevents the Social Services Transportation Advisory Council (SSTAC) Meeting 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.

The meeting of August 2, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 10 as adopted by the Madera County Transportation Commission Policy Board on July 20, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the nine members of the SSTAC via teleconference using the Zoom platform. Public is encouraged to use the virtual platform via a computer, tablet, or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/84258439915?pwd=aGw0Snk5eE5KNUd2TFVzMkZlaFBCUT09>

Meeting ID: 842 5843 9915

Passcode: 968074

One tap mobile

+16699006833,,84258439915#,,,,*968074# US (San Jose)

+14086380968,,84258439915#,,,,*968074# US (San Jose)

Dial by your location

1 646 931 3860 US

Meeting ID: 842 5843 9915

Passcode: 968074

Find your local number: <https://us06web.zoom.us/j/84258439915?pwd=aGw0Snk5eE5KNUd2TFVzMkZlaFBCUT09>

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. Comments can also be submitted via email to publiccomment@maderactc.org. Comments will be shared with the SSTAC and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	Approve Minutes of the May 16, 2022 SSTAC Meeting	Yes	Action
4.	Unmet Transit Needs Comment Analysis Comments for review	Yes	Action
5.	Review of changes to UTN Comment Form	Yes	Discussion
6.	Discuss Future Meetings 2022-2023 Tentative Quarterly Schedule	No	Discussion
8.	Miscellaneous	No	Discussion
9.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, May 16, 2022

The regular meeting of the Social Service Transportation Advisory Council held Monday, May 16, 2022 via GoToMeeting and was called to order by Chair, Frank Simonis, at 1:35 pm.

MEMBERS PRESENT

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

STAFF PRESENT:

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

VISITORS PRESENT:

David Huff, City of Madera
Robin Roman, City of Chowchilla

I: Call to Order

Meeting started at 1:35 PM.

II: Public Comment

No public comment received.

III: Approve Minutes of the May 9, 2022 SSTAC Meeting

Approved.

IV. Unmet Transit Needs Comment Analysis

SSTAC completed the analysis of the comments. The recommendation will be forwarded to the MCTC Policy Board in June.

V. Appoint SSTAC representative to attend MCTC's June Meeting

SSTAC recommended a MCTC staff to present the results to MCTC Policy Board.

VI. Discuss Future Meetings

Quarterly schedule for 2022-23 was presented to the SSTAC for their discussion. Staff will follow up via

email to set a schedule.

VII. Miscellaneous

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

Chair Frank Simonis shared that Judge Rigby will be retiring soon and that Friday is his last day on the bench.

Olga Olivia Saucedo-Garcia, from the senior center let the SSTAC know that there will be a soft opening for the senior center tomorrow, May 17, from 9-1 PM.

VIII: Adjournment

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT
2:31 PM**

Draft Unmet Transit Needs Definition

The Madera County Transportation Commission adopted the following definitions for its Unmet Transit Needs process:

- A. UNMET TRANSIT NEEDS: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. REASONABLE TO MEET: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
 1. Feasibility
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.
 - The proposed transit service will be safe and comply with local, State and federal law.
 2. Community Acceptance
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 3. Benefit to Population
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. Cost-Effective
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. Consistent with Intent of Existing Transit Service(s) and Plans
 - Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
 - The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

For consideration by SSTAC		
No.	Comment	Notes
3	MAX Ave 17 The Street is pretty rundown with many potholes. A bus stop is needed in this area.	City of Madera Public Works / For consideration by SSTAC
5	MAX Sebastian St. Improve transit. Add more bus stops.	For consideration by SSTAC
6	MAX Raymond Rd. Add bus stop.	For consideration by SSTAC
12	Improve transit. Add more bus stops in the outskirts of the city of Madera.	For consideration by SSTAC
19	MAX Ave 13 lots of potholes Transit for Ave 13 Street-lights	City of Madera Public Works / For consideration by SSTAC
25	MAX Improve transit, it arrives too late to the bus stop. Add sidewalk in the Cross St area	City of Madera Public Works / For consideration by SSTAC
27	MAX Road 26 and Ave 17 ½ Add more transit, I have an acquaintance that uses transit. Also fix streets, there are lots of potholes.	City of Madera Public Works / For consideration by SSTAC
30	MAX Merced and E Cleveland Ave Add sidewalks Street-lights Improve transit around E Cleveland Ave.	City of Madera Public Works / For consideration by SSTAC
33	MAX Gateway Dr. Lots of Potholes and improve transit	City of Madera Public Works / For consideration by SSTAC
42	MAX Grant Ave. Add sidewalks on the streets for students safety. E. Yosemite Ave. There are lots of potholes. Improve transit.	City of Madera Public Works / For consideration by SSTAC
60	MAX-Improve More sidewalks on Tulare St. Improve transit.	City of Madera Public Works / Improve transit
63	Ave 8, Ave 8 ½, Rd. 24, Rd. 23, fix these streets. They have lots of potholes. More transit for La Vina.	County of Madera Public Works / Not enough information

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

70	MAX E. Yosemite Ave. First fix the main street E. Yosemite Ave because there are lots of potholes. Improve transit, add more bus shelters and maintain the area clean.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
72	MAX Improve transit, there is lots of garbage at the bus stop. Add bus shelters at the Adell St bus stop, it doesn't have one.	This has been addressed at previous SSTAC meeting
76	MAX Lake St. Improve streets, there are lots of potholes. Improve transit by adding bus shelters at the bus stops.	City of Madera Public Works / For consideration by SSTAC
81	Fix streets there are lots of potholes and improve transit, my mother uses transit.	City of Madera Public Works / For consideration by SSTAC
82	MAX- improve it. It arrives too late.	Madera Metro
84	MAX- improve it. Other- Taxi Austin St and Martin St. There are too many potholes and it needs road markings.	City of Madera Public Works / Not enough information
85	MAX More transit in the area of Rd 29 and Ave 13 ½ has lots of potholes.	City of Madera Public Works / For consideration by SSTAC
86	MAX- more transit RD 29. Improve the Street, there are lots of potholes on Ave 13. Add more sidewalks for children that go to Cesar Chavez.	City of Madera Public Works / Not enough information
94	MAX -improve it K St. Sidewalk Potholes	City of Madera Public Works / For consideration by SSTAC
100	MAX D St. And Paul St. Improve transit. Improve school bus More streetlights around Madera.	City of Madera Public Works / For consideration by SSTAC / MUSD
102	Cross St., more sidewalks. E. Yosemite, fix potholes. Clinton St., add more sidewalks for children. Improve transit, it takes too long.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
104	MAX We would like more street lights on the old parts of Madera: 9 th St, Cross St, Fig St. Improve transit: add more benches to bus stops.	City of Madera Public Works / For consideration by SSTAC

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

106	MAX Transit: waiting for the bus takes one hour and then one more hour to reach drop off. More bus shelters are needed at bus stops.	Not Transit / This has been addressed at previous SSTAC meeting
108	MAX Improve transit. It arrives too late to where it is heading.	This has been addressed at previous SSTAC meeting
118	MAX More streetlights on Washington Ave for walking to work at night. Improve transit. It has taken more than 2 hours.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
122	MAX, DAR Roger St. Repair potholes Street lights Transit arrives too late.	City of Madera Public Works / County of Madera Public Works / This has been addressed at previous SSTAC meeting
123	MAX, DAR Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	For consideration by SSTAC

Full List of Comments		
No.	Comment	Response
1	MAX La Brea Avenue Needs sidewalks Many potholes to be fixed	City of Madera Public Works
2	MAX Ave 17, La Brea Ave Needs sidewalks Many potholes to be fixed	City of Madera Public Works
3	MAX Ave 17 The Street is pretty rundown with many potholes. A bus stop is needed in this area.	City of Madera Public Works / For consideration by SSTAC
4	Gateway Dr. Many potholes on the streets. Lake St and Rd 27, add stop sign. Many pot holes there, too.	City of Madera Public Works
5	MAX Sebastin St. Improve transit. Add more bus stops.	For consideration by SSTAC
6	MAX Raymond Rd. Add bus stop.	For consideration by SSTAC
7	E. Yosemite	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	I have lived on this street since 2011 and the street is always the same, too many potholes.	
8	E Yosemite Ave Potholes Transit Gateway Dr. Potholes and traffic.	City of Madera Public Works
9	145 Lots of traffic There is a need for more safety for children that walk to school	Need to know location
10	MAX Gateway Dr. It has lots of potholes	City of Madera Public Works
11	More streetlights on Cross St.	Not Transit
12	Improve transit. Add more bus stops in the outskirts of the city of Madera.	For consideration by SSTAC
13	More safety near Sierra Vista. Gateway Dr. has lots of potholes that need fixing.	City of Madera Public Works
14	Rd 26 has lots of potholes and the road is not in good condition since trucks use this street daily.	City of Madera Public Works
15	MAX By Central Ave and Gateway Dr. Lots of potholes.	City of Madera Public Works
16	Parkwood Lighting on the streets. There are lots of potholes on the streets.	City of Madera Public Works
17	Ave 17 has lots of potholes and the street condition is bad. RD 21, the same.	City of Madera Public Works
18	Tulare St. Lots of potholes E Yosemite Ave, lots of potholes Gateway Dr., lots of potholes City of Madera	City of Madera Public Works
19	MAX Ave 13 lots of potholes Transit for Ave 13 Street-lights	City of Madera Public Works / For consideration by SSTAC
20	MAX Davis St. Lots of potholes Street-lights	City of Madera Public Works
21	MAX Davis St. Lots of potholes Street-lights	City of Madera Public Works
22	Lili St and Sunrise Ave	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Speed bumps to lower car speed for children's safety	
23	MAX Washington St and Washington Ave needs sidewalk and street-lights. E. Yosemite Ave., many potholes	City of Madera Public Works
24	E Cleveland Ave and Kennedy St. Kennedy St, lots of potholes Rd 27 lots of potholes	City of Madera Public Works
25	MAX Improve transit, it arrives too late to the bus stop. Add sidewalk in the Cross St area	City of Madera Public Works / For consideration by SSTAC
26	Ave 13 and Rd 21 there are lots of potholes in the outskirts of Madera.	City of Madera Public Works
27	MAX Road 26 and Ave 17 ½ Add more transit, I have an acquaintance that uses transit. Also fix streets, there are lots of potholes.	City of Madera Public Works / For consideration by SSTAC
28	Clark and Owens St. Lots of potholes and fix the streets. Street lights because they are very dark.	City of Madera Public Works
29	Ave 7 and Rd 21, 23, 24 Fix streets, there are lots of potholes. More street security around those areas.	City of Madera Public Works / Police have increased patrols in the area
30	MAX Merced and E Cleveland Ave Add sidewalks Street-lights Improve transit around E Cleveland Ave.	City of Madera Public Works / For consideration by SSTAC
31	S Gateway Dr/ N Gateway Dr., this whole road has lots of potholes	City of Madera Public Works
32	S. Gateway Dr. Has lots of potholes from Madera Ave and E. 9 th St. also has lots of potholes	City of Madera Public Works
33	MAX Gateway Dr. Lots of Potholes and improve transit	City of Madera Public Works / For consideration by SSTAC
34	E. Yosemite Ave, lots of potholes.	City of Madera Public Works
35	Gateway Dr./Yosemite Ave. Lots of potholes The Street is cracked.	City of Madera Public Works
36	Tulare St and Sherwood Way. Add a speed bump or signal light	City of Madera Public Works
37	Tulare St. Add speedbumps, cars go too fast. Add sidewalks to be able to walk safely. Kennedy St. More streetlights.	City of Madera Public Works
38	Tulare St and Sherwood Way. Speed bumps, speed limit signage, sidewalks.	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

39	MAX Sherwood and Luke St. Add a stop light for children's that play in the park safety and also for those that walk to school because there have been many accidents there. Grant Ave I live on that street since my children were born. That was 5 years ago and I always see students walking on the street to go to school because there is no sidewalk. E. Yosemite Ave., there are lots of potholes.	City of Madera Public Works
40	MAX Lake St. Fix Lake St because there are lots of potholes. Lake St and Central St. E. Yosemite Ave., also has tons of potholes. Grant Ave More street lights.	City of Madera Public Works
41	MAX- Improve Grant Ave. Add more sidewalks so students can walk safely to school, they are walking on the street right now because there are no sidewalks. Streetlights on Grant Ave and E. Yosemite Ave. There are lots of potholes. City of Madera	City of Madera Public Works
42	MAX Grant Ave. Add sidewalks on the streets for students safety. E. Yosemite Ave. There are lots of potholes. Improve transit.	City of Madera Public Works / For consideration by SSTAC
43	By Grant Ave there are no sidewalks for walking or to drop kids to school. Add more street lights on Grant Ave. Improve E. Yosemite Ave because there are lots of potholes.	City of Madera Public Works
44	MAX- Improve Fix Lake St., E. Yosemite Ave, Grant Ave, Merced St., there are no sidewalks. Add more bus shelters at bus stops.	City of Madera Public Works
45	MAX More safety around N. Lake St and Adell St., children cross the street to get to school and cars do not respect stop sign. Please add a stop light.	City of Madera Public Works / Madera Police, maybe nearby school
46	Sherwood Way and Lake St. more safety for crossing, add a street light. There have been many accidents.	City of Madera Public Works
47	E. Yosemite Ave. There are lots of potholes on the street, fix them. More local, we don't want to continue spending on the freeway.	City of Madera Public Works / Not Transit

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

48	Cross St, E Yosemite Ave, add more sidewalks on these streets. E. Yosemite Ave, fix potholes.	City of Madera Public Works
49	I have been living for 20 years around Cross St and Magnolia St and it has never been fixed: sidewalks, street lights, fix the streets.	City of Madera Public Works
50	Increase safety around Riverside Dr., E. S St. when crossing the street to reach the bus for school.	City of Madera Public Works
51	Columbrad Dr. Cut back trees/tree branches they are at car level. Fix sidewalks on Colombard Dr.	City of Madera Public Works
52	Fix Ave 7. Streets have lots of potholes. Rd. 24, Ave 7 1/2, Ave 8.	County of Madera Public Works
53	Crystal Dr and Devon way More street lights on these streets. Add sidewalks.	City of Madera Public Works
54	E. Yosemite Ave, there are lots of potholes.	City of Madera Public Works
55	More security around the outskirts of Chowchilla	Chowchilla Police / Sheriff
56	Fix streets, there are lots of potholes. E. Robertson Blvd., the streets are ugly.	City of Chowchilla Public Works
57	E. Yosemite Ave and Lake St. there are lots of potholes. More safety around Sunrise Ave. Vehicles drive too fast in the street.	City of Madera Public Works
58	Fix E Yosemite Ave. Add speed bumps on Tulare St., cars drive too fast there.	City of Madera Public Works
59	S. Gateway Dr., there are lots of potholes.	City of Madera Public Works
60	MAX-Improve More sidewalks on Tulare St. Improve transit.	City of Madera Public Works / Improve transit
61	Ave 7, Ave 8 ½, Ave 8 fix these streets, I use them to go to work.	Not Transit
62	Ave 7, Ave 8 ½, Ave 8, Rd. 24, Rd. 23, Ave 10 ½, they have lots of potholes.	County of Madera Public Works
63	Ave 8, Ave 8 ½, Rd. 24, Rd. 23, fix these streets. They have lots of potholes. More transit for La Vina.	County of Madera Public Works / Not enough information
64	E. Yosemite Ave, there are lots of potholes. More sidewalks. More streetlights on E. Yosemite Ave.	City of Madera Public Works
65	MAX Cross St, Magnolia St., Washington Ave, E. Sixth St. More sidewalks Streetlights Fix the streets, lots of potholes.	City of Madera Public Works
66	Drainage problems when it rains, Paraiso St. find location Fix Rd. 24 and Ave 7, Rd 23 so we can carry our shopping.	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	More streetlights, the streets are dark. For people's safety.	
67	I have been living on Cross St for more than 20 years, it needs lighting and sidewalks for children's safety. E Yosemite Ave has lots of potholes.	City of Madera Public Works
68	More safety for children that use Rd. 29, there are no sidewalks or marked bike lanes.	City of Madera Public Works
69	All East Madera, old Madera around Rancho San Miguel needs fixing because there are no sidewalks and it is lacking streetlights.	City of Madera Public Works
70	MAX E. Yosemite Ave. First fix the main street E. Yosemite Ave because there are lots of potholes. Improve transit, add more bus shelters and maintain the area clean.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
71	Improve E. Yosemite Ave, there are lots of potholes, when cars drive by, you don't know if you'll step in one.	City of Madera Public Works
72	MAX Improve transit, there is lots of garbage at the bus stop. Add bus shelters at the Adell St bus stop, it doesn't have one.	This has been addressed at previous SSTAC meeting
73	Sunrise Ave, add more speed bumps.	Not Transit
74	More safety around Sierra Vista School.	City of Madera Public Works / school principal / Madera Police if necessary
75	Add more sidewalks around the Sierra Vista School and a stop sign.	City of Madera Public Works
76	MAX Lake St. Improve streets, there are lots of potholes. Improve transit by adding bus shelters at the bus stops.	City of Madera Public Works / For consideration by SSTAC
77	Improve Gateway Ave. Improve E. Yosemite Ave, it has lots of potholes.	City of Madera Public Works
78	Knox St. Sidewalks Potholes – E. Yosemite Ave.	City of Madera Public Works
79	Lots of garbage around Raymond Rd and homeless had broken in the apartment I live at.	City of Madera Public Works / Sanitation
80	MAX There is lots of garbage by Raymond Rd because of homeless people.	Sheriff
81	Fix streets there are lots of potholes and improve transit, my mother uses transit.	City of Madera Public Works / For consideration by SSTAC
82	MAX- improve it. It arrives too late.	Madera Metro

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

83	Ave 18, there are lots of potholes. Rd 24, lots of potholes	County of Madera Public Works
84	MAX- improve it. Other- Taxi Austin St and Martin St. There are too many potholes and it needs road markings.	City of Madera Public Works / Not enough information
85	MAX More transit in the area of Rd 29 and Ave 13 ½ has lots of potholes.	City of Madera Public Works / Not enough information
86	MAX- more transit RD 29. Improve the Street, there are lots of potholes on Ave 13. Add more sidewalks for children that go to Cesar Chavez.	City of Madera Public Works / Not enough information
87	Improve the streets in Madera	Not Transit
88	Adell St and Sonora St. Potholes, streetlights. Owen St., potholes.	City of Madera Public Works
89	E Yosemite Ave Potholes Sidewalks Streetlights Homeless people	City of Madera Public Works
90	Improve E. Yosemite Ave. It has lots of potholes and fix the sidewalks. I have been living around this area for 15 years and there are no improvements being made.	City of Madera Public Works
91	Cross St., Vineyard, E. Yosemite Ave Lots of potholes More sidewalks Improve transit around the E. Yosemite Ave.	City of Madera Public Works
92	MAX Improve E. Yosemite Ave. There are lots of potholes and you don't know when you'll step in one. I have been living in Vineyard Ave for more than 20 years.	City of Madera Public Works
93	K St. Sidewalk E. Yosemite Ave, lots of potholes.	City of Madera Public Works
94	MAX -improve it K St. Sidewalk Potholes	City of Madera Public Works / For consideration by SSTAC
95	Around K St. Sidewalks are needed for children's safety	City of Madera Public Works
96	Improve the streets around Madera, there are lots of potholes. Cleveland and Tulare St.	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Add speed bumps and street lights	
97	MAX E Yosemite Ave Lots of potholes. Fix sidewalks.	City of Madera Public Works
98	Tulare St and Kennedy St. Speed bumps, cars do not pay attention to speed sign. Sidewalks where it is needed. More street lights.	City of Madera Public Works
99	MAX Stop signs for children's safety when they walk to school and add more sidewalks. Make crossings more visible.	Not Transit
100	MAX D St. And Paul St. Improve transit. Improve school bus More streetlights around Madera.	City of Madera Public Works / For consideration by SSTAC / MUSD
101	MAX Improve safety for children who walk to school they need more protection when crossing streets. Stop signs.	Not Transit
102	Cross St., more sidewalks. E. Yosemite, fix potholes. Clinton St., add more sidewalks for children. Improve transit, it takes too long.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
103	MAX S. G St and 6th St. There are lots of potholes Street lights.	City of Madera Public Works
104	MAX We would like more street lights on the old parts of Madera: 9 th St, Cross St, Fig St. Improve transit: add more benches to bus stops.	City of Madera Public Works / For consideration by SSTAC
105	MAX S. G St. Streetlights There is not good drainage when it rains. There is water right in front of my residence.	City of Madera Public Works (should address)
106	MAX Transit: waiting for the bus takes one hour and then one more hour to reach drop off. More bus shelters are needed at bus stops.	Not Transit / This has been addressed at previous SSTAC meeting
107	MAX Lake St and Clinton St. Add more sidewalks on Clinton St for children.	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Streetlights for walking. E. Yosemite Ave has lots of potholes.	
108	MAX Improve transit. It arrives too late to where it is heading.	This has been addressed at previous SSTAC meeting
109	Sunrise Ave Speed bumps on the streets No respect for speed limit sign.	City of Madera Public Works / Madera Police
110	MAX E. Yosemite Ave Lots of potholes there. D St., more sidewalks so children can walk to school. More streetlights.	City of Madera Public Works
111	H St. And 10th St., pave the streets, there is a lot of dirt. Streetlights, sidewalks.	City of Madera Public Works
112	Laguna and Raymond Rd. Speed bumps because cars drive too fast. Lots of problems with homeless on the streets because they steal.	Sheriff civil division (multiple requests), maybe cc Madera CHP office: Hector
113	MAX E Kennedy St and Jericho Dr. Stop sign because cars do not respect the crossing area. Speed bumps for children's safety.	City of Madera Public Works
114	Rd 29 and Cesar Chavez school. More sidewalks so students can walk at ease.	City of Madera Public Works
115	Stop sign at Sierra Vista School for children's safety. Fix potholes in E Yosemite	City of Madera Public Works / School principal
116	MAX Fix RD 28, 29 and all more streetlights on Ave 13 1/2	Not Transit
117	MAX N. E. St. Repair potholes in this area.	City of Madera Public Works
118	MAX More streetlights on Washington Ave for walking to work at night. Improve transit. It has taken more than 2 hours.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
119	Gateway Dr. Many potholes Yosemite also has many potholes.	City of Madera Public Works
120	Harford Way and Ave 18 ½ Too many potholes on the streets, it makes us spend more on car maintenance	County of Madera Public Works
121	RD 28, more trash pick up	City of Madera Public Works / County of Madera Public Works / Sanitation
122	MAX, DAR Roger St.	City of Madera Public Works / County of Madera Public

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Repair potholes Street lights Transit arrives too late.	Works / This has been addressed at previous SSTAC meeting
123	MAX, DAR Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	For consideration by SSTAC
124	MAX Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	City of Madera Public Works
125	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
126	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
127	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
128	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
129	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
130	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
131	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
132	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
133	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
134	Cross St	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Sidewalks Street-light Speed bumps	
135	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
136	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
137	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
138	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
139	Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	City of Madera Public Works
140	Cross St Sidewalks Street-light Speed bumps Speed limit sign	City of Madera Public Works
141	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
142	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
143	Cross St Sidewalks Street-light	City of Madera Public Works
144	Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	City of Madera Public Works
145	Cross St Sidewalks	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Street-light	
146	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
147	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works

New Comment Form


for Unmet Transit Needs

Previous Unmet Transit Needs cycle

- Large number of non-transit related comments
 - Time consuming for the SSTAC and staff to sort through comments
 - Detracts from substantive comments
 - Increases confusion among populace on purpose of the Unmet Transit Needs process

Old Comment Form

2021 Unmet Transit
Needs Comment Form



Name*: _____

Email: _____

City*: _____ Phone Number: _____

1. Which transit system(s) are you requesting improvements to?*

☐ Madera Area Express (MAX)

☐ Dial-A-Ride (DAR)

☐ Madera County Connection (MCC)

☐ Chowchilla Area Transit Express (CATX)

☐ Eastern Madera County Senior Bus

☐ Eastern Madera County Escort Service

Other (please specify)


2. Describe the transit improvement(s) you are requesting. To effectively evaluate your comment, please provide the nearest cross street (or area of town where you live), your destination, day of the week, and approximate time of day that you are interest in making your trip.*

*Response Required

Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Please return form to Evelyn Espinosa via email at evelyn@maderactc.org , mail 2001 Howard Road, Suite 201, Madera, CA 93637, or on-line survey: <https://www.surveymonkey.com/r/UTN2021>.

New Comment Form

2022 Unmet Transit Needs Comment Form



Name: _____

Email: _____

City: _____ Phone Number: _____

1. Which bus do you ride most frequently?

☐ Madera Metro

☐ (Metro) Dial-A-Ride (DAR)

☐ Madera County Connection (MCC)

☐ Chowchilla Area Transit Express (CATX)

☐ Eastern Madera County Senior Bus

☐ Eastern Madera County Escort Service

☐ Other (please specify)

2. Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street (or area of town where you live), your destination, day of the week, and approximate time of day that you are interest in making your trip.

Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address. Please return form to Nicholas Dybas via email at nicholas@maderactc.org , mail 2001 Howard Road, Suite 201, Madera, CA 93637, or on-line survey: <https://www.surveymonkey.com/r/UTN2021>.

*new survey link will be added later

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APPENDIX B

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – NOVEMBER 17, 2022



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

November 17, 2022

TIME

9:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

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

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

Important Notice Regarding COVID 19

Regarding any disruption that prevents the Social Services Transportation Advisory Council (SSTAC) Meeting 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.

The meeting of November 17, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 13 as adopted by the Madera County Transportation Commission Policy Board on October 19, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the nine members of the SSTAC via teleconference using the Zoom platform. Public is encouraged to use the virtual platform via a computer, tablet, or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/88382256262?pwd=dkFic3p1MUIkSzMzA5Um1WZkNRZG5WZz09>

Meeting ID: 883 8225 6262

Passcode: 395877

One tap mobile

+16699006833,,88382256262#,,,,*395877# US (San Jose)

+14086380968,,88382256262#,,,,*395877# US (San Jose)

Dial by your location

+1 669 900 6833 US

Meeting ID: 883 8225 6262

Passcode: 395877

Find your local number: <https://us06web.zoom.us/j/88382256262?pwd=dkFic3p1MUIkSzMzA5Um1WZkNRZG5WZz09>

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. Comments can also be submitted via email to publiccomment@maderactc.org. Comments will be shared with the SSTAC and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	Approve Minutes of the May 16, 2022 SSTAC Meeting	Yes	Action
4.	Approve Minutes of the August 2, 2022 SSTAC Meeting	Yes	Action
5.	Unmet Transit Needs Comment Analysis Comments for review	Yes	Action
6.	UTN Outreach at Pomegranate Festival	No	None
7.	Discuss Future Meetings Next meeting February 7, 2023	No	Discussion
8.	Miscellaneous	No	Discussion
9.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, May 16, 2022

The regular meeting of the Social Service Transportation Advisory Council held Monday, May 16, 2022 via GoToMeeting and was called to order by Chair, Frank Simonis, at 1:35 pm.

MEMBERS PRESENT

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

STAFF PRESENT:

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

VISITORS PRESENT:

David Huff, City of Madera
Robin Roman, City of Chowchilla

I: Call to Order

Meeting started at 1:35 PM.

II: Public Comment

No public comment received.

III: Approve Minutes of the May 9, 2022 SSTAC Meeting

Approved.

IV. Unmet Transit Needs Comment Analysis

SSTAC completed the analysis of the comments. The recommendation will be forwarded to the MCTC Policy Board in June.

V. Appoint SSTAC representative to attend MCTC's June Meeting

SSTAC recommended a MCTC staff to present the results to MCTC Policy Board.

VI. Discuss Future Meetings

Quarterly schedule for 2022-23 was presented to the SSTAC for their discussion. Staff will follow up via email to set a schedule.

VII. Miscellaneous

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

Chair Frank Simonis shared that Judge Rigby will be retiring soon and that Friday is his last day on the bench.

Olga Olivia Saucedo-Garcia, from the senior center let the SSTAC know that there will be a soft opening for the senior center tomorrow, May 17, from 9-1 PM.

VIII: Adjournment

**THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT
2:31 PM**

Social Service Transportation Advisory Council

MINUTES

DATE

Tuesday, August 2, 2022

The regular meeting of the Social Service Transportation Advisory Council held Tuesday, August 2, 2022 via Zoom and was called to order by Chair, Frank Simonis, at 2:32 pm.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Is Disabled
Rosalind Esqueda, Representative of a Transit Provider
Ellen Moy, Representative of a Transit Provider, Madera County
Olga Olivia Saucedo-Garcia, Representative of the Local Social Service Provider for Seniors
Vincent Parker, Representative of the Local Social Service Provider for Disabled

STAFF PRESENT:

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

VISITORS PRESENT:

Monty Cox, County of Madera

I: Call to Order

Meeting started at 2:32 PM.

II: Public Comment

No public comment received.

III: Approve Minutes of the May 16, 2022 SSTAC Meeting

Postponed due to lack of quorum.

IV. Unmet Transit Needs Comment Analysis

Postponed due to lack of quorum.

V. Review of changes to UTN Comment Form

SSTAC reviewed staff proposed changes to the UTN Comment Form. SSTAC made comments to staff, which staff will incorporate into the updated UTN Comment Form.

VI. Discuss Future Meetings

SSTAC and staff discussed a new meeting time for the SSTAC in the hopes of getting better attendance. Times considered were 1:30 pm and sometime in the morning rather than the current 2:30 pm. Additionally, the November meeting needed to be rescheduled due to a time conflict with CALACT.

VIII. Miscellaneous

None. The Unmet Transit Needs Report is now available.

Staff have been coordinating with the Healthy People Strong Communities group who will be having a training day on Thursday, September 8 from 9:00 am to 1:00 pm. Madera Metro and MCC were invited and will be participating.

IX: Adjournment

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT 3:08 PM

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

For consideration by SSTAC		
No.	Comment	Notes
3	MAX Ave 17 The Street is pretty rundown with many potholes. A bus stop is needed in this area.	City of Madera Public Works / For consideration by SSTAC
5	MAX Sebastian St. Improve transit. Add more bus stops.	For consideration by SSTAC
6	MAX Raymond Rd. Add bus stop.	For consideration by SSTAC
12	Improve transit. Add more bus stops in the outskirts of the city of Madera.	For consideration by SSTAC
19	MAX Ave 13 lots of potholes Transit for Ave 13 Street-lights	City of Madera Public Works / For consideration by SSTAC
25	MAX Improve transit, it arrives too late to the bus stop. Add sidewalk in the Cross St area	City of Madera Public Works / For consideration by SSTAC
27	MAX Road 26 and Ave 17 ½ Add more transit, I have an acquaintance that uses transit. Also fix streets, there are lots of potholes.	City of Madera Public Works / For consideration by SSTAC
30	MAX Merced and E Cleveland Ave Add sidewalks Street-lights Improve transit around E Cleveland Ave.	City of Madera Public Works / For consideration by SSTAC
33	MAX Gateway Dr. Lots of Potholes and improve transit	City of Madera Public Works / For consideration by SSTAC
42	MAX Grant Ave. Add sidewalks on the streets for students safety. E. Yosemite Ave. There are lots of potholes. Improve transit.	City of Madera Public Works / For consideration by SSTAC
60	MAX-Improve More sidewalks on Tulare St. Improve transit.	City of Madera Public Works / Improve transit
63	Ave 8, Ave 8 ½, Rd. 24, Rd. 23, fix these streets. They have lots of potholes. More transit for La Vina.	County of Madera Public Works / Not enough information

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

70	MAX E. Yosemite Ave. First fix the main street E. Yosemite Ave because there are lots of potholes. Improve transit, add more bus shelters and maintain the area clean.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
72	MAX Improve transit, there is lots of garbage at the bus stop. Add bus shelters at the Adell St bus stop, it doesn't have one.	This has been addressed at previous SSTAC meeting
76	MAX Lake St. Improve streets, there are lots of potholes. Improve transit by adding bus shelters at the bus stops.	City of Madera Public Works / For consideration by SSTAC
81	Fix streets there are lots of potholes and improve transit, my mother uses transit.	City of Madera Public Works / For consideration by SSTAC
82	MAX- improve it. It arrives too late.	Madera Metro
84	MAX- improve it. Other- Taxi Austin St and Martin St. There are too many potholes and it needs road markings.	City of Madera Public Works / Not enough information
85	MAX More transit in the area of Rd 29 and Ave 13 ½ has lots of potholes.	City of Madera Public Works / For consideration by SSTAC
86	MAX- more transit RD 29. Improve the Street, there are lots of potholes on Ave 13. Add more sidewalks for children that go to Cesar Chavez.	City of Madera Public Works / Not enough information
94	MAX -improve it K St. Sidewalk Potholes	City of Madera Public Works / For consideration by SSTAC
100	MAX D St. And Paul St. Improve transit. Improve school bus More streetlights around Madera.	City of Madera Public Works / For consideration by SSTAC / MUSD
102	Cross St., more sidewalks. E. Yosemite, fix potholes. Clinton St., add more sidewalks for children. Improve transit, it takes too long.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
104	MAX We would like more street lights on the old parts of Madera: 9 th St, Cross St, Fig St. Improve transit: add more benches to bus stops.	City of Madera Public Works / For consideration by SSTAC

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

106	MAX Transit: waiting for the bus takes one hour and then one more hour to reach drop off. More bus shelters are needed at bus stops.	Not Transit / This has been addressed at previous SSTAC meeting
108	MAX Improve transit. It arrives too late to where it is heading.	This has been addressed at previous SSTAC meeting
118	MAX More streetlights on Washington Ave for walking to work at night. Improve transit. It has taken more than 2 hours.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
122	MAX, DAR Roger St. Repair potholes Street lights Transit arrives too late.	City of Madera Public Works / County of Madera Public Works / This has been addressed at previous SSTAC meeting
123	MAX, DAR Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	For consideration by SSTAC

Full List of Comments		
No.	Comment	Response
1	MAX La Brea Avenue Needs sidewalks Many potholes to be fixed	City of Madera Public Works
2	MAX Ave 17, La Brea Ave Needs sidewalks Many potholes to be fixed	City of Madera Public Works
3	MAX Ave 17 The Street is pretty rundown with many potholes. A bus stop is needed in this area.	City of Madera Public Works / For consideration by SSTAC
4	Gateway Dr. Many potholes on the streets. Lake St and Rd 27, add stop sign. Many pot holes there, too.	City of Madera Public Works
5	MAX Sebastin St. Improve transit. Add more bus stops.	For consideration by SSTAC
6	MAX Raymond Rd. Add bus stop.	For consideration by SSTAC
7	E. Yosemite	City of Madera Public Works

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	I have lived on this street since 2011 and the street is always the same, too many potholes.	
8	E Yosemite Ave Potholes Transit Gateway Dr. Potholes and traffic.	City of Madera Public Works
9	145 Lots of traffic There is a need for more safety for children that walk to school	Need to know location
10	MAX Gateway Dr. It has lots of potholes	City of Madera Public Works
11	More streetlights on Cross St.	Not Transit
12	Improve transit. Add more bus stops in the outskirts of the city of Madera.	For consideration by SSTAC
13	More safety near Sierra Vista. Gateway Dr. has lots of potholes that need fixing.	City of Madera Public Works
14	Rd 26 has lots of potholes and the road is not in good condition since trucks use this street daily.	City of Madera Public Works
15	MAX By Central Ave and Gateway Dr. Lots of potholes.	City of Madera Public Works
16	Parkwood Lighting on the streets. There are lots of potholes on the streets.	City of Madera Public Works
17	Ave 17 has lots of potholes and the street condition is bad. RD 21, the same.	City of Madera Public Works
18	Tulare St. Lots of potholes E Yosemite Ave, lots of potholes Gateway Dr., lots of potholes City of Madera	City of Madera Public Works
19	MAX Ave 13 lots of potholes Transit for Ave 13 Street-lights	City of Madera Public Works / For consideration by SSTAC
20	MAX Davis St. Lots of potholes Street-lights	City of Madera Public Works
21	MAX Davis St. Lots of potholes Street-lights	City of Madera Public Works
22	Lili St and Sunrise Ave	City of Madera Public Works

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	Speed bumps to lower car speed for children's safety	
23	MAX Washington St and Washington Ave needs sidewalk and street-lights. E. Yosemite Ave., many potholes	City of Madera Public Works
24	E Cleveland Ave and Kennedy St. Kennedy St, lots of potholes Rd 27 lots of potholes	City of Madera Public Works
25	MAX Improve transit, it arrives too late to the bus stop. Add sidewalk in the Cross St area	City of Madera Public Works / For consideration by SSTAC
26	Ave 13 and Rd 21 there are lots of potholes in the outskirts of Madera.	City of Madera Public Works
27	MAX Road 26 and Ave 17 ½ Add more transit, I have an acquaintance that uses transit. Also fix streets, there are lots of potholes.	City of Madera Public Works / For consideration by SSTAC
28	Clark and Owens St. Lots of potholes and fix the streets. Street lights because they are very dark.	City of Madera Public Works
29	Ave7 and Rd 21, 23,24 Fix streets, there are lots of potholes. More street security around those areas.	City of Madera Public Works / Police have increased patrols in the area
30	MAX Merced and E Cleveland Ave Add sidewalks Street-lights Improve transit around E Cleveland Ave.	City of Madera Public Works / For consideration by SSTAC
31	S Gateway Dr/ N Gateway Dr., this whole road has lots of potholes	City of Madera Public Works
32	S. Gateway Dr. Has lots of potholes from Madera Ave and E. 9 th St. also has lots of potholes	City of Madera Public Works
33	MAX Gateway Dr. Lots of Potholes and improve transit	City of Madera Public Works / For consideration by SSTAC
34	E. Yosemite Ave, lots of potholes.	City of Madera Public Works
35	Gateway Dr./Yosemite Ave. Lots of potholes The Street is cracked.	City of Madera Public Works
36	Tulare St and Sherwood Way. Add a speed bump or signal light	City of Madera Public Works
37	Tulare St. Add speedbumps, cars go too fast. Add sidewalks to be able to walk safely. Kennedy St. More streetlights.	City of Madera Public Works
38	Tulare St and Sherwood Way. Speed bumps, speed limit signage, sidewalks.	City of Madera Public Works

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39	MAX Sherwood and Luke St. Add a stop light for children's that play in the park safety and also for those that walk to school because there have been many accidents there. Grant Ave I live on that street since my children were born. That was 5 years ago and I always see students walking on the street to go to school because there is no sidewalk. E. Yosemite Ave., there are lots of potholes.	City of Madera Public Works
40	MAX Lake St. Fix Lake St because there are lots of potholes. Lake St and Central St. E. Yosemite Ave., also has tons of potholes. Grant Ave More street lights.	City of Madera Public Works
41	MAX- Improve Grant Ave. Add more sidewalks so students can walk safely to school, they are walking on the street right now because there are no sidewalks. Streetlights on Grant Ave and E. Yosemite Ave. There are lots of potholes. City of Madera	City of Madera Public Works
42	MAX Grant Ave. Add sidewalks on the streets for students safety. E. Yosemite Ave. There are lots of potholes. Improve transit.	City of Madera Public Works / For consideration by SSTAC
43	By Grant Ave there are no sidewalks for walking or to drop kids to school. Add more street lights on Grant Ave. Improve E. Yosemite Ave because there are lots of potholes.	City of Madera Public Works
44	MAX- Improve Fix Lake St., E. Yosemite Ave, Grant Ave, Merced St., there are no sidewalks. Add more bus shelters at bus stops.	City of Madera Public Works
45	MAX More safety around N. Lake St and Adell St., children cross the street to get to school and cars do not respect stop sign. Please add a stop light.	City of Madera Public Works / Madera Police, maybe nearby school
46	Sherwood Way and Lake St. more safety for crossing, add a street light. There have been many accidents.	City of Madera Public Works
47	E. Yosemite Ave. There are lots of potholes on the street, fix them. More local, we don't want to continue spending on the freeway.	City of Madera Public Works / Not Transit

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48	Cross St, E Yosemite Ave, add more sidewalks on these streets. E. Yosemite Ave, fix potholes.	City of Madera Public Works
49	I have been living for 20 years around Cross St and Magnolia St and it has never been fixed: sidewalks, street lights, fix the streets.	City of Madera Public Works
50	Increase safety around Riverside Dr., E. S St. when crossing the street to reach the bus for school.	City of Madera Public Works
51	Columbrad Dr. Cut back trees/tree branches they are at car level. Fix sidewalks on Colombard Dr.	City of Madera Public Works
52	Fix Ave 7. Streets have lots of potholes. Rd. 24, Ave 7 1/2, Ave 8.	County of Madera Public Works
53	Crystal Dr and Devon way More street lights on these streets. Add sidewalks.	City of Madera Public Works
54	E. Yosemite Ave, there are lots of potholes.	City of Madera Public Works
55	More security around the outskirts of Chowchilla	Chowchilla Police / Sheriff
56	Fix streets, there are lots of potholes. E. Robertson Blvd., the streets are ugly.	City of Chowchilla Public Works
57	E. Yosemite Ave and Lake St. there are lots of potholes. More safety around Sunrise Ave. Vehicles drive too fast in the street.	City of Madera Public Works
58	Fix E Yosemite Ave. Add speed bumps on Tulare St., cars drive too fast there.	City of Madera Public Works
59	S. Gateway Dr., there are lots of potholes.	City of Madera Public Works
60	MAX-Improve More sidewalks on Tulare St. Improve transit.	City of Madera Public Works / Improve transit
61	Ave 7, Ave 8 ½, Ave 8 fix these streets, I use them to go to work.	Not Transit
62	Ave 7, Ave 8 ½, Ave 8, Rd. 24, Rd. 23, Ave 10 ½, they have lots of potholes.	County of Madera Public Works
63	Ave 8, Ave 8 ½, Rd. 24, Rd. 23, fix these streets. They have lots of potholes. More transit for La Vina.	County of Madera Public Works / Not enough information
64	E. Yosemite Ave, there are lots of potholes. More sidewalks. More streetlights on E. Yosemite Ave.	City of Madera Public Works
65	MAX Cross St, Magnolia St., Washington Ave, E. Sixth St. More sidewalks Streetlights Fix the streets, lots of potholes.	City of Madera Public Works
66	Drainage problems when it rains, Paraiso St. find location Fix Rd. 24 and Ave 7, Rd 23 so we can carry our shopping.	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	More streetlights, the streets are dark. For people's safety.	
67	I have been living on Cross St for more than 20 years, it needs lighting and sidewalks for children's safety. E Yosemite Ave has lots of potholes.	City of Madera Public Works
68	More safety for children that use Rd. 29, there are no sidewalks or marked bike lanes.	City of Madera Public Works
69	All East Madera, old Madera around Rancho San Miguel needs fixing because there are no sidewalks and it is lacking streetlights.	City of Madera Public Works
70	MAX E. Yosemite Ave. First fix the main street E. Yosemite Ave because there are lots of potholes. Improve transit, add more bus shelters and maintain the area clean.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
71	Improve E. Yosemite Ave, there are lots of potholes, when cars drive by, you don't know if you'll step in one.	City of Madera Public Works
72	MAX Improve transit, there is lots of garbage at the bus stop. Add bus shelters at the Adell St bus stop, it doesn't have one.	This has been addressed at previous SSTAC meeting
73	Sunrise Ave, add more speed bumps.	Not Transit
74	More safety around Sierra Vista School.	City of Madera Public Works / school principal / Madera Police if necessary
75	Add more sidewalks around the Sierra Vista School and a stop sign.	City of Madera Public Works
76	MAX Lake St. Improve streets, there are lots of potholes. Improve transit by adding bus shelters at the bus stops.	City of Madera Public Works / For consideration by SSTAC
77	Improve Gateway Ave. Improve E. Yosemite Ave, it has lots of potholes.	City of Madera Public Works
78	Knox St. Sidewalks Potholes – E. Yosemite Ave.	City of Madera Public Works
79	Lots of garbage around Raymond Rd and homeless had broken in the apartment I live at.	City of Madera Public Works / Sanitation
80	MAX There is lots of garbage by Raymond Rd because of homeless people.	Sheriff
81	Fix streets there are lots of potholes and improve transit, my mother uses transit.	City of Madera Public Works / For consideration by SSTAC
82	MAX- improve it. It arrives too late.	Madera Metro

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83	Ave 18, there are lots of potholes. Rd 24, lots of potholes	County of Madera Public Works
84	MAX- improve it. Other- Taxi Austin St and Martin St. There are too many potholes and it needs road markings.	City of Madera Public Works / Not enough information
85	MAX More transit in the area of Rd 29 and Ave 13 ½ has lots of potholes.	City of Madera Public Works / Not enough information
86	MAX- more transit RD 29. Improve the Street, there are lots of potholes on Ave 13. Add more sidewalks for children that go to Cesar Chavez.	City of Madera Public Works / Not enough information
87	Improve the streets in Madera	Not Transit
88	Adell St and Sonora St. Potholes, streetlights. Owen St., potholes.	City of Madera Public Works
89	E Yosemite Ave Potholes Sidewalks Streetlights Homeless people	City of Madera Public Works
90	Improve E. Yosemite Ave. It has lots of potholes and fix the sidewalks. I have been living around this area for 15 years and there are no improvements being made.	City of Madera Public Works
91	Cross St., Vineyard, E. Yosemite Ave Lots of potholes More sidewalks Improve transit around the E. Yosemite Ave.	City of Madera Public Works
92	MAX Improve E. Yosemite Ave. There are lots of potholes and you don't know when you'll step in one. I have been living in Vineyard Ave for more than 20 years.	City of Madera Public Works
93	K St. Sidewalk E. Yosemite Ave, lots of potholes.	City of Madera Public Works
94	MAX -improve it K St. Sidewalk Potholes	City of Madera Public Works / For consideration by SSTAC
95	Around K St. Sidewalks are needed for children's safety	City of Madera Public Works
96	Improve the streets around Madera, there are lots of potholes. Cleveland and Tulare St.	City of Madera Public Works

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	Add speed bumps and street lights	
97	MAX E Yosemite Ave Lots of potholes. Fix sidewalks.	City of Madera Public Works
98	Tulare St and Kennedy St. Speed bumps, cars do not pay attention to speed sign. Sidewalks where it is needed. More street lights.	City of Madera Public Works
99	MAX Stop signs for children's safety when they walk to school and add more sidewalks. Make crossings more visible.	Not Transit
100	MAX D St. And Paul St. Improve transit. Improve school bus More streetlights around Madera.	City of Madera Public Works / For consideration by SSTAC / MUSD
101	MAX Improve safety for children who walk to school they need more protection when crossing streets. Stop signs.	Not Transit
102	Cross St., more sidewalks. E. Yosemite, fix potholes. Clinton St., add more sidewalks for children. Improve transit, it takes too long.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
103	MAX S. G St and 6th St. There are lots of potholes Street lights.	City of Madera Public Works
104	MAX We would like more street lights on the old parts of Madera: 9 th St, Cross St, Fig St. Improve transit: add more benches to bus stops.	City of Madera Public Works / For consideration by SSTAC
105	MAX S. G St. Streetlights There is not good drainage when it rains. There is water right in front of my residence.	City of Madera Public Works (should address)
106	MAX Transit: waiting for the bus takes one hour and then one more hour to reach drop off. More bus shelters are needed at bus stops.	Not Transit / This has been addressed at previous SSTAC meeting
107	MAX Lake St and Clinton St. Add more sidewalks on Clinton St for children.	City of Madera Public Works

The comments have been filtered to note if they are transit related or not for your convenience. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

	Streetlights for walking. E. Yosemite Ave has lots of potholes.	
108	MAX Improve transit. It arrives too late to where it is heading.	This has been addressed at previous SSTAC meeting
109	Sunrise Ave Speed bumps on the streets No respect for speed limit sign.	City of Madera Public Works / Madera Police
110	MAX E. Yosemite Ave Lots of potholes there. D St., more sidewalks so children can walk to school. More streetlights.	City of Madera Public Works
111	H St. And 10th St., pave the streets, there is a lot of dirt. Streetlights, sidewalks.	City of Madera Public Works
112	Laguna and Raymond Rd. Speed bumps because cars drive too fast. Lots of problems with homeless on the streets because they steal.	Sheriff civil division (multiple requests), maybe cc Madera CHP office: Hector
113	MAX E Kennedy St and Jericho Dr. Stop sign because cars do not respect the crossing area. Speed bumps for children's safety.	City of Madera Public Works
114	Rd 29 and Cesar Chavez school. More sidewalks so students can walk at ease.	City of Madera Public Works
115	Stop sign at Sierra Vista School for children's safety. Fix potholes in E Yosemite	City of Madera Public Works / School principal
116	MAX Fix RD 28, 29 and all more streetlights on Ave 13 1/2	Not Transit
117	MAX N. E. St. Repair potholes in this area.	City of Madera Public Works
118	MAX More streetlights on Washington Ave for walking to work at night. Improve transit. It has taken more than 2 hours.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
119	Gateway Dr. Many potholes Yosemite also has many potholes.	City of Madera Public Works
120	Harford Way and Ave 18 ½ Too many potholes on the streets, it makes us spend more on car maintenance	County of Madera Public Works
121	RD 28, more trash pick up	City of Madera Public Works / County of Madera Public Works / Sanitation
122	MAX, DAR Roger St.	City of Madera Public Works / County of Madera Public

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	Repair potholes Street lights Transit arrives too late.	Works / This has been addressed at previous SSTAC meeting
123	MAX, DAR Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	For consideration by SSTAC
124	MAX Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	City of Madera Public Works
125	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
126	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
127	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
128	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
129	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
130	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
131	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
132	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
133	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
134	Cross St	City of Madera Public Works

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	Sidewalks Street-light Speed bumps	
135	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
136	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
137	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
138	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
139	Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	City of Madera Public Works
140	Cross St Sidewalks Street-light Speed bumps Speed limit sign	City of Madera Public Works
141	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
142	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
143	Cross St Sidewalks Street-light	City of Madera Public Works
144	Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	City of Madera Public Works
145	Cross St Sidewalks	City of Madera Public Works

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	Street-light	
146	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
147	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works

APPENDIX C

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – JANUARY 30, 2023



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/83563412746?pwd=dW41a1JkeTJLS1VGcC8zdGlnMXBYQT09>

Passcode: 764504

Telephone: US: +1 408 638 0968

Meeting ID: 835 6341 2746

DATE

January 30, 2023

TIME

9:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

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

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described 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 SSTAC may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation	Yes	Discussion
4.	Election of Officers Chair Vice Chair	No	Action
5.	Minutes of the November 17, 2022 SSTAC Meeting	Yes	Action
6.	Unmet Transit Needs Comment Analysis Comments for review	Yes	Action
7.	Upcoming UTN Workshops in February	No	None
8.	Discuss Future Meetings Next meeting May, 2023	No	Discussion
9.	Miscellaneous	No	Discussion
10.	Adjournment		

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL



January 30, 2023

NEW MEMBER ORIENTATION

- Roles and Responsibilities
- SSTAC Bylaws

SSTAC ROLE

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

SSTAC RESPONSIBILITIES

Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

SSTAC BYLAWS

ORGANIZATION AND PROCEDURES

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

SSTAC BYLAWS

- **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
- **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.
- **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
- **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
- **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

Social Service Transportation Advisory Council

MINUTES

DATE

Thursday, November 17, 2022

The regular meeting of the Social Service Transportation Advisory Council held Thursday, November 17, 2022 via Zoom and was called to order by Chair, Frank Simonis, at 9:03 am.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Is Disabled
Rosalind Esqueda, Representative of a Transit Provider
Ellen Moy, Representative of a Transit Provider, Madera County
Bertha Vega, Representative of a Local Social Service Provider for Persons of Limited Means
Vincent Parker, Representative of the Local Social Service Provider for Disabled
Michelle Hernandez, Representative of the Local Social Service Provider for Seniors
Olga Olivia Saucedo-Garcia, Representative of the Local Social Service Provider for Seniors

STAFF PRESENT:

Nicholas Dybas, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission

VISITORS PRESENT:

Monty Cox, County of Madera
Rebecca Donabed, Resources for Independence Central Valley

I: Call to Order

Meeting started at 9:03 AM.

II: Public Comment

No public comment received.

III: Approve Minutes of the May 16, 2022 SSTAC Meeting

Approved 7-0.

IV: Approve Minutes of the August 2, 2022 SSTAC Meeting

Approved 7-0.

V. Unmet Transit Needs Comment Analysis

There were no actions taken during this meeting. The SSTAC identified which comments were UTN from the full list included with the agenda. Four comments were found to be UTN. These will be forwarded to

the relevant transit agencies for internal analysis. The agencies will then provide that information to the SSTAC to make a determination according to the “Reasonable to Meet” criteria. The recommendation will be shared with the MCTC Board along with any future comments after the analysis. Transit-related comments will be forwarded to the proper Agency.

VI. UTN Outreach at Pomegranate Festival

MCTC tabled alongside Madera Metro at the Pomegranate, Fruit, and Nut Festival held at the Madera Fairgrounds on Saturday, November 5. MCTC intends to have more outreach events in the future. Frank suggested the Oakhurst Fall Festival in October. Collaborations between agencies and MCTC were also considered.

VII. Discuss Future Meetings

Tuesday, February 7, 2023 at 9:00 am was tentatively selected as the time for the next meeting. As the emergency declaration under AB 361 is ending, future meetings cannot be virtual per the Brown Act. Reasonable accommodation is being considered for those who experience difficulty in attending in person. The election of Chair and Vice Chair will occur at the next meeting. The Unmet Transit Needs process will begin at the next meeting.

VIII. Miscellaneous

Bertha Vega has become the newest member of the SSTAC, replacing Anabel Miranda for Madera County Workforce. Rebecca Donabed has submitted an application to the SSTAC. There are no applicable positions currently available, but her application will be kept on file.

IX: Adjournment

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT 10:12 AM

The comments have been filtered to note if they are transit related or not for your convenience. Highlighted sections of text that are the same color within the same row correspond to each other between the Comment Column and the Notes Column to the immediate right. If the comment is not transit related, they will be forwarded to the pertinent agency for their review after the SSTAC concurs with this assessment.

For consideration by SSTAC		
No.	Comment	Notes
5	MAX Sebastian St. Improve transit. Add more bus stops.	For consideration by SSTAC
6	MAX Raymond Rd. Add bus stop.	For consideration by SSTAC
76	MAX Lake St. Improve streets, there are lots of potholes. Improve transit by adding bus shelters at the bus stops.	City of Madera Public Works / For consideration by SSTAC
104	MAX We would like more street lights on the old parts of Madera: 9 th St, Cross St, Fig St. Improve transit: add more benches to bus stops.	City of Madera Public Works / For consideration by SSTAC

Full List of Comments		
No.	Comment	Response
1	MAX La Brea Avenue Needs sidewalks Many potholes to be fixed	City of Madera Public Works
2	MAX Ave 17, La Brea Ave Needs sidewalks Many potholes to be fixed	City of Madera Public Works
3	MAX Ave 17 The Street is pretty rundown with many potholes. A bus stop is needed in this area.	City of Madera Public Works / Not an Unmet Transit Need
4	Gateway Dr. Many potholes on the streets. Lake St and Rd 27, add stop sign. Many pot holes there, too.	City of Madera Public Works
5	MAX Sebastian St. Improve transit. Add more bus stops.	For consideration by SSTAC
6	MAX Raymond Rd. Add bus stop.	For consideration by SSTAC
7	E. Yosemite	City of Madera Public Works

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	I have lived on this street since 2011 and the street is always the same, too many potholes.	
8	E Yosemite Ave Potholes Transit Gateway Dr. Potholes and traffic.	City of Madera Public Works
9	145 Lots of traffic There is a need for more safety for children that walk to school	Need to know location
10	MAX Gateway Dr. It has lots of potholes	City of Madera Public Works
11	More streetlights on Cross St.	Not Transit
12	Improve transit. Add more bus stops in the outskirts of the city of Madera.	Not an Unmet Transit Need, too vague, bus stops on outskirts are being added
13	More safety near Sierra Vista. Gateway Dr. has lots of potholes that need fixing.	City of Madera Public Works
14	Rd 26 has lots of potholes and the road is not in good condition since trucks use this street daily.	City of Madera Public Works
15	MAX By Central Ave and Gateway Dr. Lots of potholes.	City of Madera Public Works
16	Parkwood Lighting on the streets. There are lots of potholes on the streets.	City of Madera Public Works
17	Ave 17 has lots of potholes and the street condition is bad. RD 21, the same.	City of Madera Public Works
18	Tulare St. Lots of potholes E Yosemite Ave, lots of potholes Gateway Dr., lots of potholes City of Madera	City of Madera Public Works
19	MAX Ave 13 lots of potholes Transit for Ave 13 Street-lights	City of Madera Public Works / Not an Unmet Transit Need, too vague, Madera Transit Plan already addresses that
20	MAX Davis St. Lots of potholes Street-lights	City of Madera Public Works
21	MAX Davis St.	City of Madera Public Works

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	Lots of potholes Street-lights	
22	Lili St and Sunrise Ave Speed bumps to lower car speed for children's safety	City of Madera Public Works
23	MAX Washington St and Washington Ave needs sidewalk and street-lights. E. Yosemite Ave., many potholes	City of Madera Public Works
24	E Cleveland Ave and Kennedy St. Kennedy St, lots of potholes Rd 27 lots of potholes	City of Madera Public Works
25	MAX Improve transit, it arrives too late to the bus stop. Add sidewalk in the Cross St area	City of Madera Public Works / Not an Unmet Transit Need, operational issue
26	Ave 13 and Rd 21 there are lots of potholes in the outskirts of Madera.	City of Madera Public Works
27	MAX Road 26 and Ave 17 ½ Add more transit, I have an acquaintance that uses transit. Also fix streets, there are lots of potholes.	City of Madera Public Works / Not an Unmet Transit Need, being considered in new plan
28	Clark and Owens St. Lots of potholes and fix the streets. Street lights because they are very dark.	City of Madera Public Works
29	Ave7 and Rd 21, 23,24 Fix streets, there are lots of potholes. More street security around those areas.	City of Madera Public Works / Police have increased patrols in the area
30	MAX Merced and E Cleveland Ave Add sidewalks Street-lights Improve transit around E Cleveland Ave.	City of Madera Public Works / Not an Unmet Transit Need, too vague
31	S Gateway Dr/ N Gateway Dr., this whole road has lots of potholes	City of Madera Public Works
32	S. Gateway Dr. Has lots of potholes from Madera Ave and E. 9 th St. also has lots of potholes	City of Madera Public Works
33	MAX Gateway Dr. Lots of Potholes and improve transit	City of Madera Public Works / Not an Unmet Transit Need, too vague
34	E. Yosemite Ave, lots of potholes.	City of Madera Public Works
35	Gateway Dr./Yosemite Ave. Lots of potholes The Street is cracked.	City of Madera Public Works

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36	Tulare St and Sherwood Way. Add a speed bump or signal light	City of Madera Public Works
37	Tulare St. Add speedbumps, cars go too fast. Add sidewalks to be able to walk safely. Kennedy St. More streetlights.	City of Madera Public Works
38	Tulare St and Sherwood Way. Speed bumps, speed limit signage, sidewalks.	City of Madera Public Works
39	MAX Sherwood and Luke St. Add a stop light for children's that play in the park safety and also for those that walk to school because there have been many accidents there. Grant Ave I live on that street since my children were born. That was 5 years ago and I always see students walking on the street to go to school because there is no sidewalk. E. Yosemite Ave., there are lots of potholes.	City of Madera Public Works
40	MAX Lake St. Fix Lake St because there are lots of potholes. Lake St and Central St. E. Yosemite Ave., also has tons of potholes. Grant Ave More street lights.	City of Madera Public Works
41	MAX- Improve Grant Ave. Add more sidewalks so students can walk safely to school, they are walking on the street right now because there are no sidewalks. Streetlights on Grant Ave and E. Yosemite Ave. There are lots of potholes. City of Madera	City of Madera Public Works
42	MAX Grant Ave. Add sidewalks on the streets for students safety. E. Yosemite Ave. There are lots of potholes. Improve transit.	City of Madera Public Works / Not an Unmet Transit Need, too vague
43	By Grant Ave there are no sidewalks for walking or to drop kids to school. Add more street lights on Grant Ave. Improve E. Yosemite Ave because there are lots of potholes.	City of Madera Public Works
44	MAX- Improve Fix Lake St., E. Yosemite Ave, Grant Ave, Merced St., there are no sidewalks. Add more bus shelters at bus stops.	City of Madera Public Works

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45	MAX More safety around N. Lake St and Adell St., children cross the street to get to school and cars do not respect stop sign. Please add a stop light.	City of Madera Public Works / Madera Police, maybe nearby school
46	Sherwood Way and Lake St. more safety for crossing, add a street light. There have been many accidents.	City of Madera Public Works
47	E. Yosemite Ave. There are lots of potholes on the street, fix them. More local, we don't want to continue spending on the freeway.	City of Madera Public Works / Not Transit
48	Cross St, E Yosemite Ave, add more sidewalks on these streets. E. Yosemite Ave, fix potholes.	City of Madera Public Works
49	I have been living for 20 years around Cross St and Magnolia St and it has never been fixed: sidewalks, street lights, fix the streets.	City of Madera Public Works
50	Increase safety around Riverside Dr., E. S St. when crossing the street to reach the bus for school.	City of Madera Public Works
51	Columbrad Dr. Cut back trees/tree branches they are at car level. Fix sidewalks on Colombard Dr.	City of Madera Public Works
52	Fix Ave 7. Streets have lots of potholes. Rd. 24, Ave 7 1/2, Ave 8.	County of Madera Public Works
53	Crystal Dr and Devon way More street lights on these streets. Add sidewalks.	City of Madera Public Works
54	E. Yosemite Ave, there are lots of potholes.	City of Madera Public Works
55	More security around the outskirts of Chowchilla	Chowchilla Police / Sheriff
56	Fix streets, there are lots of potholes. E. Robertson Blvd., the streets are ugly.	City of Chowchilla Public Works
57	E. Yosemite Ave and Lake St. there are lots of potholes. More safety around Sunrise Ave. Vehicles drive too fast in the street.	City of Madera Public Works
58	Fix E Yosemite Ave. Add speed bumps on Tulare St., cars drive too fast there.	City of Madera Public Works
59	S. Gateway Dr., there are lots of potholes.	City of Madera Public Works
60	MAX-Improve More sidewalks on Tulare St. Improve transit.	City of Madera Public Works / Not an Unmet Transit Need, too vague
61	Ave 7, Ave 8 ½, Ave 8 fix these streets, I use them to go to work.	Not Transit
62	Ave 7, Ave 8 ½, Ave 8, Rd. 24, Rd. 23, Ave 10 ½, they have lots of potholes.	County of Madera Public Works

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63	Ave 8, Ave 8 ½, Rd. 24, Rd. 23, fix these streets. They have lots of potholes. More transit for La Vina.	County of Madera Public Works / Not an Unmet Transit Need, too vague
64	E. Yosemite Ave, there are lots of potholes. More sidewalks. More streetlights on E. Yosemite Ave.	City of Madera Public Works
65	MAX Cross St, Magnolia St., Washington Ave, E. Sixth St. More sidewalks Streetlights Fix the streets, lots of potholes.	City of Madera Public Works
66	Drainage problems when it rains, Paraiso St. find location Fix Rd. 24 and Ave 7, Rd 23 so we can carry our shopping. More streetlights, the streets are dark. For people's safety.	City of Madera Public Works
67	I have been living on Cross St for more than 20 years, it needs lighting and sidewalks for children's safety. E Yosemite Ave has lots of potholes.	City of Madera Public Works
68	More safety for children that use Rd. 29, there are no sidewalks or marked bike lanes.	City of Madera Public Works
69	All East Madera, old Madera around Rancho San Miguel needs fixing because there are no sidewalks and it is lacking streetlights.	City of Madera Public Works
70	MAX E. Yosemite Ave. First fix the main street E. Yosemite Ave because there are lots of potholes. Improve transit, add more bus shelters and maintain the area clean.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
71	Improve E. Yosemite Ave, there are lots of potholes, when cars drive by, you don't know if you'll step in one.	City of Madera Public Works
72	MAX Improve transit, there is lots of garbage at the bus stop. Add bus shelters at the Adell St bus stop, it doesn't have one.	This has been addressed at previous SSTAC meeting
73	Sunrise Ave, add more speed bumps.	Not Transit
74	More safety around Sierra Vista School.	City of Madera Public Works / school principal / Madera Police if necessary
75	Add more sidewalks around the Sierra Vista School and a stop sign.	City of Madera Public Works
76	MAX Lake St. Improve streets, there are lots of potholes.	City of Madera Public Works / For consideration by SSTAC

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	Improve transit by adding bus shelters at the bus stops.	
77	Improve Gateway Ave. Improve E. Yosemite Ave, it has lots of potholes.	City of Madera Public Works
78	Knox St. Sidewalks Potholes – E. Yosemite Ave.	City of Madera Public Works
79	Lots of garbage around Raymond Rd and homeless had broken in the apartment I live at.	City of Madera Public Works / Sanitation
80	MAX There is lots of garbage by Raymond Rd because of homeless people.	Sheriff
81	Fix streets there are lots of potholes and improve transit, my mother uses transit.	City of Madera Public Works / Not an Unmet Transit Need, too vague
82	MAX- improve it. It arrives too late.	Not an Unmet Transit Need, operational issue
83	Ave 18, there are lots of potholes. Rd 24, lots of potholes	County of Madera Public Works
84	MAX- improve it. Other- Taxi Austin St and Martin St. There are too many potholes and it needs road markings.	City of Madera Public Works / Not an Unmet Transit Need, not enough information, not affiliated with taxi
85	MAX More transit in the area of Rd 29 and Ave 13 ½ has lots of potholes.	City of Madera Public Works / Not an Unmet Transit Need, too vague
86	MAX- more transit RD 29. Improve the Street, there are lots of potholes on Ave 13. Add more sidewalks for children that go to Cesar Chavez.	City of Madera Public Works / Not an Unmet Transit Need, not enough information, being addressed
87	Improve the streets in Madera	Not Transit
88	Adell St and Sonora St. Potholes, streetlights. Owen St., potholes.	City of Madera Public Works
89	E Yosemite Ave Potholes Sidewalks Streetlights Homeless people	City of Madera Public Works
90	Improve E. Yosemite Ave. It has lots of potholes and fix the sidewalks. I have been living around this area for 15 years and there are no improvements being made.	City of Madera Public Works
91	Cross St., Vineyard, E. Yosemite Ave Lots of potholes	City of Madera Public Works

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	More sidewalks Improve transit around the E. Yosemite Ave.	
92	MAX Improve E. Yosemite Ave. There are lots of potholes and you don't know when you'll step in one. I have been living in Vineyard Ave for more than 20 years.	City of Madera Public Works
93	K St. Sidewalk E. Yosemite Ave, lots of potholes.	City of Madera Public Works
94	MAX -improve it K St. Sidewalk Potholes	City of Madera Public Works / Not an Unmet Transit Need, being addressed
95	Around K St. Sidewalks are needed for children's safety	City of Madera Public Works
96	Improve the streets around Madera, there are lots of potholes. Cleveland and Tulare St. Add speed bumps and street lights	City of Madera Public Works
97	MAX E Yosemite Ave Lots of potholes. Fix sidewalks.	City of Madera Public Works
98	Tulare St and Kennedy St. Speed bumps, cars do not pay attention to speed sign. Sidewalks where it is needed. More street lights.	City of Madera Public Works
99	MAX Stop signs for children's safety when they walk to school and add more sidewalks. Make crossings more visible.	Not Transit
100	MAX D St. And Paul St. Improve transit. Improve school bus More streetlights around Madera.	City of Madera Public Works / Not an Unmet Transit Need, too vague / MUSD
101	MAX Improve safety for children who walk to school they need more protection when crossing streets. Stop signs.	Not Transit
102	Cross St., more sidewalks. E. Yosemite, fix potholes. Clinton St., add more sidewalks for children. Improve transit, it takes too long.	City of Madera Public Works / Not an Unmet Transit Need, operational issue

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103	MAX S. G St and 6th St. There are lots of potholes Street lights.	City of Madera Public Works
104	MAX We would like more street lights on the old parts of Madera: 9 th St, Cross St, Fig St. Improve transit: add more benches to bus stops.	City of Madera Public Works / For consideration by SSTAC
105	MAX S. G St. Streetlights There is not good drainage when it rains. There is water right in front of my residence.	City of Madera Public Works (should address)
106	MAX Transit: waiting for the bus takes one hour and then one more hour to reach drop off. More bus shelters are needed at bus stops.	Not Transit / This has been addressed at previous SSTAC meeting
107	MAX Lake St and Clinton St. Add more sidewalks on Clinton St for children. Streetlights for walking. E. Yosemite Ave has lots of potholes.	City of Madera Public Works
108	MAX Improve transit. It arrives too late to where it is heading.	This has been addressed at previous SSTAC meeting
109	Sunrise Ave Speed bumps on the streets No respect for speed limit sign.	City of Madera Public Works / Madera Police
110	MAX E. Yosemite Ave Lots of potholes there. D St., more sidewalks so children can walk to school. More streetlights.	City of Madera Public Works
111	H St. And 10th St., pave the streets, there is a lot of dirt. Streetlights, sidewalks.	City of Madera Public Works
112	Laguna and Raymond Rd. Speed bumps because cars drive too fast. Lots of problems with homeless on the streets because they steal.	Sheriff civil division (multiple requests), maybe cc Madera CHP office: Hector
113	MAX E Kennedy St and Jericho Dr. Stop sign because cars do not respect the crossing area. Speed bumps for children's safety.	City of Madera Public Works

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114	Rd 29 and Cesar Chavez school. More sidewalks so students can walk at ease.	City of Madera Public Works
115	Stop sign at Sierra Vista School for children's safety. Fix potholes in E Yosemite	City of Madera Public Works / School principal
116	MAX Fix RD 28, 29 and all more streetlights on Ave 13 1/2	Not Transit
117	MAX N. E. St. Repair potholes in this area.	City of Madera Public Works
118	MAX More streetlights on Washington Ave for walking to work at night. Improve transit. It has taken more than 2 hours.	City of Madera Public Works / This has been addressed at previous SSTAC meeting
119	Gateway Dr. Many potholes Yosemite also has many potholes.	City of Madera Public Works
120	Harford Way and Ave 18 ½ Too many potholes on the streets, it makes us spend more on car maintenance	County of Madera Public Works
121	RD 28, more trash pick up	City of Madera Public Works / County of Madera Public Works / Sanitation
122	MAX, DAR Roger St. Repair potholes Street lights Transit arrives too late.	City of Madera Public Works / County of Madera Public Works / This has been addressed at previous SSTAC meeting
123	MAX, DAR Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	Not an Unmet Transit Need, operational issue, too vague
124	MAX Improve transit, it has arrived too late at the bus stop. Add more bus shelters.	City of Madera Public Works
125	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
126	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
127	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works

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128	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
129	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
130	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
131	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
132	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
133	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
134	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
135	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
136	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
137	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
138	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works

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139	Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	City of Madera Public Works
140	Cross St Sidewalks Street-light Speed bumps Speed limit sign	City of Madera Public Works
141	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
142	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
143	Cross St Sidewalks Street-light	City of Madera Public Works
144	Cross St Sidewalks Street-light Stop sign on Lilly and Cross St.	City of Madera Public Works
145	Cross St Sidewalks Street-light	City of Madera Public Works
146	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works
147	Cross St Sidewalks Street-light Speed bumps	City of Madera Public Works

APPENDIX D

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – MAY 1, 2023



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/82733898080?pwd=eDhxbHZmR3NmY2RXNnpSaFJKTnRldz09>

Passcode: 231559

Telephone: US: +1 408 638 0968

Meeting ID: 827 3389 8080

DATE

May 1, 2023

TIME

9:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who is Disabled
Alycia Falley, Vice Chair	Representative of the Local Social Service Provider for Disabled
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Bertha Vega	Local Social Provider for Persons of Limited Means
Vincent Parker	Representative of Local Service Provider for Disabled
Michelle Hernandez	Representative of Local Social Service Provider for Seniors
Vacant	Potential Transit User 60 Years or Older
Olga Olivia Saucedo-Garcia	Representative of the Local Service Provider for Seniors

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described 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 SSTAC may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	Minutes of the January 30, 2023 SSTAC Meeting	Yes	Action
4.	Unmet Transit Needs Comment Analysis Unmet Transit Needs Definition Comments for review	Yes	Action
5.	Appoint SSTAC Representative to attend MCTC's May 17 Board Meeting	Yes	Action
6.	Discuss Future Meetings August 7, 2023 at 9:00 am November 6, 2023 at 9:00 am February 5, 2024 at 9:00 am April 29, 2024 at 9:00 am	No	Discussion
7.	Miscellaneous	No	Discussion
8.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, January 30, 2023

The regular meeting of the Social Service Transportation Advisory Council held Monday, January 30, 2023 via Zoom and was called to order by Chair, Frank Simonis, at 9:13 am.

MEMBERS PRESENT

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

STAFF PRESENT:

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

VISITORS PRESENT:

David Huff, City of Madera

I: Call to Order

Meeting started at 9:13 AM.

II: Public Comment

No public comment received.

III: New Member Orientation

New members of the SSTAC were informed of roles and responsibilities of the SSTAC and were read the current SSTAC bylaws.

IV: Election of Officers

Frank Simonis elected 7-0.
Alycia Falley elected 7-0.

V. Approve Minutes of the November 17, 2022 SSTAC Meeting

Approved 7-0

VI. Unmet Transit Needs Comment Analysis

The SSTAC reviewed four comments that were found to be UTN at the previous meeting but left indeterminate on whether they were Reasonable to Meet or not. As all four comments related to the City of Madera, David Huff came to provide input to the SSTAC on whether the comments were reasonable to meet. Two of the four comments were found to be reasonable to meet. The recommendation will be shared with the MCTC Board along with any future comments at the May MCTC Policy Board Meeting.

VII. Upcoming UTN Workshops in February

MCTC will begin scheduling a number of workshops throughout Madera County in anticipation of the Unmet Transit Needs hearing at the April MCTC Policy Board Meeting

VIII. Discuss Future Meetings

Monday, May 1, 2023 at 9:00 am was tentatively selected as the time for the next meeting. Unmet Transit Needs from the April

IX. Miscellaneous

Monty Cox has become the newest member of the SSTAC, replacing Ellen Moy for Madera County. Marisol Rivera filled in as a temporary replacement for Bertha Vega at Madera County Workforce.

IX: Adjournment

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING WAS ADJOURNED AT 9:47 AM

			Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process								
Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need" An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"					NOTES	
					FEASIBLE	COMMUNITY ACCEPTANCE	BENEFIT TO THE POPULATION	COST-EFFECTIVE	CONSISTENT WITH INTENT OF EXISTING TRANSIT SERVICE(S)		
				Workshops							
1	County	Medical Escort	2 days is insufficient							D5 (see operational times), similar to comments 7, 9, 10, 15	
2	County		More space on bus. Scooter space only leaves 4 extra spaces in bus								
3	County		Schedule delivery down to 3 hospitals in Fresno								
4	County	MCC	Coordination between Madera & Fresno services								
				Online							
5	County	Escort Service	Request for Senior bus to travel to SR 49 and Rd 601								
6	County		Bike lanes in Eastern Madera County - hwy 49, hwy 41, all around Bass Lake!							for public works	
7			Uber, Lyft, etc.								
8	County	MCC	Direct Route between North Fork and Children's Hospital								
				Comment Cards							
9	County	Medical Escort	Request for DAR to come up private roads to pick up residents								
10	County	Medical Escort	Request for voucher system for taxi, Uber etc, microtransit								
11	County	MCC	MCC operation later in the day							(see operational times)	
12	County	MCC	MCC more reliable hours								
13	County	MCC	MCC extended weekend operations								
14	County	MCC	MCC Sunday operations								
15	County	MCC DAR	MCC DAR service to Fresno hospitals								
Comments from Leadership Counsel for Justice and Accountability Counsel Letter 2023-24											
16	MCTC		Conduct culturally relevant public engagement process on unmet transit needs by directly speaking with residents							for MCTC	
17	MCTC		Incorporate an equity framework in decision-making around investments for public transit funding							for MCTC	
Comments from Leadership Counsel for Justice and Accountability Counsel Letter Previous Years											
	City of Madera	METRO	A. Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.								Same as 22-23, 21-22

	ALL	ALL	B. Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.									Same as 22-23, 21-22
	County		C. Residents and transit users report a need for street lighting in La Vina, Fairmead, and Madera County to ensure transit users’ first and last miles are safely lit.									Same as 22-23, 21-22
	City of Madera		D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.									Same as 22-23, 21-22, repeated, see comment 43
	County		E. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale,and Valerie Avenue in Madera Acres. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.									Same as 22-23, 21-22
	County		F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.									Same as 22-23, 22-23
		All	G. Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is traveling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.									Same as 22-23, 21-22, 20-21, repeated, see comment 47

	County	MCC	H. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.									Same as 22-23, 21-22, repeated, see comment 40
		MCC	I. Residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible in collaboration with Fairmead residents, and oversee progress to ensure this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.									Same as 22-23, 21-22, repeated, see comment 39
			J. Indigenous residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.									Same as 22-23
	County	MCC	K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.									Same as 22-23
	County		The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route									Same as 22-23
	County		The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera;									Same as 22-23
	County		A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.									Same as 21-22, repeated, see comment 34
	County		Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit. Extend to rest of the week including weekends and									Same as 22-23, repeated, see comment 33
	County		Additional routes during the day.									Same as 22-23
	City of Madera	Metro	Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;									Same as 22-23

	City of Madera		Installation of trash cans on MAX buses									Same as 22-23, repeated, see comment 29
	City of Madera		Thirty-minute incremented bus service on all MAX routes;									Same as 22-23
	City of Madera		Improvements to the "Dial-a-Ride" Dispatch system									Same as 22-23
	City of Madera		Extended MAX service operation on weekends;									Same as 22-23
	All	All	Equip bus stops and buses with route-related signage									Same as 22-23, repeated, see comment 32
	All	All	Apply for grant funding to secure free rides for students									Same as 22-23
	MCTC		Pursuit of regional funding for an electric rural rideshare program									Same as 22-23
	All	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff									Same as 22-23



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

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

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

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

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

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

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



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

Sincerely,

Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability



April 15, 2019

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

Re: Comments on Unmet Transit Needs in Madera County

Dear Ms. Davies,

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

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

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

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

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

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



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

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

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

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

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

I. Unmet Transit Needs

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

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



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

II. Request for Additional Information

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

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

Gratefully,

Madeline Harris
Policy Advocate



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

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

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

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

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

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

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



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

II. Unmet Transit Needs Go Beyond “Essential Trip Requests”

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

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

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

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

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

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



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

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

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

Gratefully,

Madeline Harris
Policy Advocate

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

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

Unmet need: Increased frequency of routes for Eastin Arcola-Ripperdan-La Viña Transit

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

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

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

Unmet need: Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services

The following requested improvements were readily identified by transit users in the City of Madera as concrete changes that would encourage ridership, provide more equitable services, and help the city meet its goals related to the reduction of greenhouse gas emissions.

Furthermore, the current Regional Transportation Plan identifies "transit enhancements" to the MAX transit system as well as "Operating Assistance" to Dial-a-Ride (DAR) as "Planned Transit Improvement" projects with funding allotments for each year beginning in 2014 until 2040

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

I. Re-opening of the Walmart stop along Routes 1 and 2 in Northwest Madera

MAX riders point out that temporary closure of the Walmart bus stop at this crucial transit junction has increased barriers to public transit use, given that shoppers must cross a major thoroughfare (W Cleveland Ave) then proceed to walk an additional block to the next bus stop at the Walgreens location.

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

II. Installation of trash cans on MAX buses

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

III. Thirty-minute incremented bus service on all MAX routes

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

IV. Improvements to the "Dial-a-Ride" Dispatch System

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

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

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

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

V. Extended MAX service operation on weekends

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

VI. Mandated discrimination prevention and accessibility training for all Madera County Transit Staff

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

VII. Equip bus stops and buses with route-related signage

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

VIII. Apply for grant funding to secure free rides for students

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

Unmet need: Pursuit of regional funding for an electric rural rideshare program

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

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

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

Once again, we appreciate the opportunity to submit comments as part of this important public process, and will gladly serve as a resource to MCTC and the transit agencies in Madera County in seeking to address these unmet needs.

Sincerely,

Madeline Harris
Policy Advocate
Leadership Counsel for Justice and Accountability

APPENDIX F

RECOMMENDATION TO THE MCTC BOARD FROM SSTAC

Social Service Transportation Advisory Council

MCTC Policy Board Members

•

Chairman
Waseem Ahmed
City of Chowchilla

•

Vice Chairman
Leticia Gonzalez
Madera County

•

Cecilia Gallegos
City of Madera

•

Robert Poythress
Madera County

•

Jose Rodriguez
City of Madera

•

David Rogers
Madera County

May 17, 2023

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

SUBJECT: SSTAC FY 2023/24 “Unmet Transit Needs” Recommendation

Dear Chairman Ahmed:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission (MCTC) concerning potential Unmet Transit Needs in Madera County. The SSTAC has met prior to the public hearing to review comments received since the conclusion of the last Unmet Transit Needs process and to prepare for this year’s Unmet Transit Needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 19, 2023. The SSTAC met again the week following the public hearing to discuss comments that were received. Based on the testimony and written comments received, our recommendations to the MCTC Policy Board are as follows:

The SSTAC considered the hearing testimony and written comments and recommend the MCTC Policy Board make the following findings:

- 1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2023/24 within the jurisdiction of the City of Madera, that there are no unmet transit needs within the jurisdiction of the City of Chowchilla and that there are unmet transit needs that are not reasonable to meet within the jurisdiction of the County of Madera.**

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

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

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

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

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

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

The SSTAC recommends that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the Madera Region.

The existing systems are:

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

The SSTAC recommends that the unmet transit needs which were found reasonable to meet be addressed as recommended by the SSTAC during its meeting of May 1, 2023.

- Testimony was received regarding the need for shelters and benches at bus stops. These were found to be unmet transit needs that are reasonable to meet. The City of Madera is intending to add both shelters and benches to most stops within the next year.

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

APPENDIX G

RESOLUTION

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

In the matter of
**FINDINGS OF THE FY 2023-24 UNMET
TRANSIT NEEDS HEARING**

Resolution No.: **23-05**

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

WHEREAS, The Madera County Transportation Commission adopted the following definitions by Resolution No. 22-01 for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS**: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET**: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
 1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
 - Sufficient ridership potential exists for new, expanded or revisited transit services.
 - The proposed transit service will be safe and comply with local, state and federal law.
 2. **Community Acceptance**
 - The proposed service has community support from the general public, community groups, and/or community leaders.
 3. **Benefit to Population**
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. **Cost-Effective**

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
5. Consistent with Intent of Existing Transit Service(s)
- Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
 - The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

WHEREAS, The Madera County Transportation Commission has given consideration to the requirements pursuant to Public Utilities Code, Section 99401.5.; and

WHEREAS, The Madera County Transportation Commission has determined that there are no public transportation or specialized transportation services that are identified in the 2018 Regional Transportation Plan which are not being implemented and/or funded; and

WHEREAS, The Madera County Transportation Commission, pursuant to Public Utilities Code Section 99401.5 has noticed and held a public hearing on April 19, 2023 to receive testimony on unmet public transportation needs; and

WHEREAS, The Madera County Transportation Commission has considered the testimony received at said hearing.

NOW, THEREFORE, LET IT BE RESOLVED, that the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2023/24 within the jurisdiction of the City of Madera, there are no unmet transit needs in FY 2023/24 within the jurisdiction of the City of Chowchilla, and that there are unmet needs that are not reasonable to meet in FY2023/24 within the jurisdiction of the County of Madera.

BE IT FURTHER RESOLVED, the Madera County Transportation Commission staff and the Social Service Transportation Advisory Council recommend the following:

1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2023/24 within the jurisdiction of the City of Madera.
 - Testimony was received regarding the need for shelters and benches at bus stops. These were found to be unmet transit needs that are reasonable to meet. The City

- of Madera is intending to add both shelters and benches to most stops within the next year.
2. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2023/24 within the jurisdiction of the City of Chowchilla.
 3. That the Madera County Transportation Commission finds that there are unmet transit needs that are not reasonable to meet in FY2023/24 within the jurisdiction of the County of Madera.
 4. Maintain existing transit systems in Madera County: The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX) while the Senior Bus Program and the Escort Service provide transportation to the Eastern Madera County Communities, Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera, and the Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Valley State Prison.

BE IT FURTHER RESOLVED, the Madera County Transportation Commission finds that the existing transit system meets a continuing transit need and it is reasonable to continue the funding for the existing transit systems.

The foregoing resolution was adopted this 17th day of May 2023 by the following vote:

Commissioner Ahmed	Absent
Commissioner Gallegos	Absent yes
Commissioner Gonzalez	yes
Commissioner Poythress	yes
Commissioner Rodriguez	Absent
Commissioner Rogers	yes
Alternate Commissioner Garcia	yes

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-I

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Social Services Transportation Advisory Council (SSTAC) Updates

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The following summarizes activities for the upcoming year.

Upcoming Meetings:

Meetings for the 2023-2024 fiscal year are available on MCTC's calendar and included with the agenda packet. Meeting agendas will be posted closer to the meeting date. If there is no quorum, meeting dates may be re-scheduled. The following are the dates of scheduled meetings:

- Tuesday, August 8, 2023 10:00 AM
- Tuesday, November 7, 2023 10:00 AM
- Tuesday February 6, 2024 10:00 AM
- Tuesday, April 30, 2024 10:00 AM

For the most updated information regarding these meetings, please see the MCTC [website](#).

Outreach:

Staff participated in the two following community events to share information about Unmet Transit Needs and SSTAC vacancies. Staff will investigate more outreach opportunities with the community.

- Madera County Department of Public Health, Resource Fair, Wednesday, May 24, 2:00-4:00 PM.
- Fairmead Community Resource Fair, Saturday, June 24, 12:00- 3:00 PM.

Vacancy:

There is a vacancy with the SSTAC for the "Potential Transit User 60 years or Older." The application and flyer are included in the packet, in English and Spanish, advertising the vacancy.

Certificate of Appreciation:

Fern Facchino served as Vice-Chair for the SSTAC representing the Potential Transit User 60 Years or Older category. MCTC Staff would like to recognize and thank her for her dedicated service and will provide her with a certificate of appreciation.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

Social Service Transportation Advisory Council

2023-2024 Meeting Calendar

- Tuesday, August 8, 10:00 AM
- Tuesday, November 7, 10:00 AM
- Tuesday February 6, 10:00 AM
- Tuesday, April 30, 10:00 AM

Note: Dates and times are subject to change depending achieving a quorum. The most updated information will be posted on the MCTC website.

THE MADERA COUNTY TRANSPORTATION COMMISSION IS SEEKING APPLICATIONS FOR COMMITTEE APPOINTMENT

**If you are interested in helping to improve public transit services within the county or know someone who would, please contact the Madera County Transportation Commission (MCTC) office. Those wishing to apply for a vacant position on the Social Services Transportation Advisory Council (SSTAC) can contact MCTC staff or access an application on the SSTAC Application webpage:
<https://www.maderactc.org/bc-transportation>**

Vacancy to be filled:
• **Potential Transit User
60 Years or Older**



**Interested in
joining the
SSTAC?**

Call us at (559) 675 0721 x 5 or
send us an email to
evelyn@maderactc.org

WWW.MADERACTC.ORG

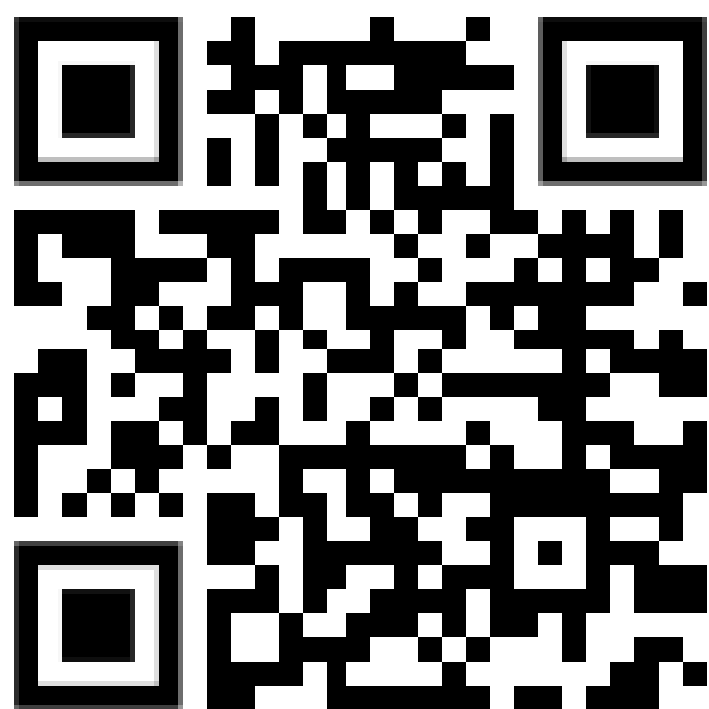
LA COMISIÓN DE TRANSPORTE DEL CONDADO DE MADERA ESTÁ BUSCANDO SOLICITUDES PARA PARTICIPAR EN UN COMITÉ

Si está interesado en ayudar a mejorar los servicios de transporte público dentro del condado o conoce a alguien que lo haría, comuníquese con la oficina de la Comisión de Transporte del Condado de Madera (MCTC). Aquellos que deseen postularse a un puesto vacante del Consejo Asesor de Transporte de Servicios Sociales (SSTAC) pueden comunicarse con el personal de MCTC o acceder a una solicitud en la página web de Solicitud de SSTAC:

<https://www.maderactc.org/bc-transportation>

La vacante por cubrir:

- **Usuario potencial de transporte público de 60 años o más**



¿Interesado en participar con el SSTAC?

Llámenos al (559) 675 0721 x 5 o mándenos un correo a: evelyn@maderactc.org

WWW.MADERACTC.ORG

CERTIFICATE OF APPRECIATION

This certificate is presented to

Fern Facchine

*In recognition of dedicated service as a member of the
Social Services Transportation Advisory Council*

Awarded July 19 , 2023



Patricia Taylor,
Executive Director

Waseem Ahmed,
Chair



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-J

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

San Joaquin Valley Regional Early Action Program (REAP) Executive Summary for the Inclusionary Housing in the San Joaquin Valley Study

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Valley Regional Early Action Program (REAP) commissioned a study on Inclusionary Housing. The enclosed Executive Summary discusses Inclusionary Zoning and Housing in the San Joaquin Valley for local agencies.

Inclusionary zoning is a tool that facilitates the production of affordable housing units by requiring developers to incorporate a defined percentage of affordable units into market-rate developments. The first inclusionary ordinances were implemented in the 1970s, and their popularity has grown since. According to a Grounded Solutions Network report, as of 2019 there were 162 jurisdictions within California that have inclusionary housing programs that go above the State's Density Bonus requirements.

Inclusionary housing ordinances provide opportunities for lower- and sometimes moderate-income households to live in higher resource areas and can also reduce opposition to affordable housing by dispersing it throughout the community. While inclusionary zoning is effective in creating additional affordable units in a community, it cannot generally be relied on to produce a sufficient number of affordable units to meet the entire need for such units in a community. However, in conjunction with other programs and complimentary incentives, inclusionary ordinances can be a key component to increasing the number of affordable units within a community and achieving a jurisdiction's lower-income Regional Housing Needs Allocation requirements.

Additional information may be found at: [SJV Inclusionary Housing](#)

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

INCLUSIONARY HOUSING IN THE SAN JOAQUIN VALLEY

Executive Summary

Prepared for: The San Joaquin Valley REAP Program



STUDY OBJECTIVES

Item 5-5-J.

This study is intended to respond to the following key questions:

1. How do the real estate economics in the San Joaquin Valley support, or not support, inclusionary policies?
2. What are the production numbers, real estate economics, and fiscal impacts of Valley communities that have inclusionary policies?
3. What are the best types of inclusionary policies and alternatives that could “work” in the Valley?
4. Which jurisdictions can benefit most from inclusionary policies?

STUDY OBJECTIVES

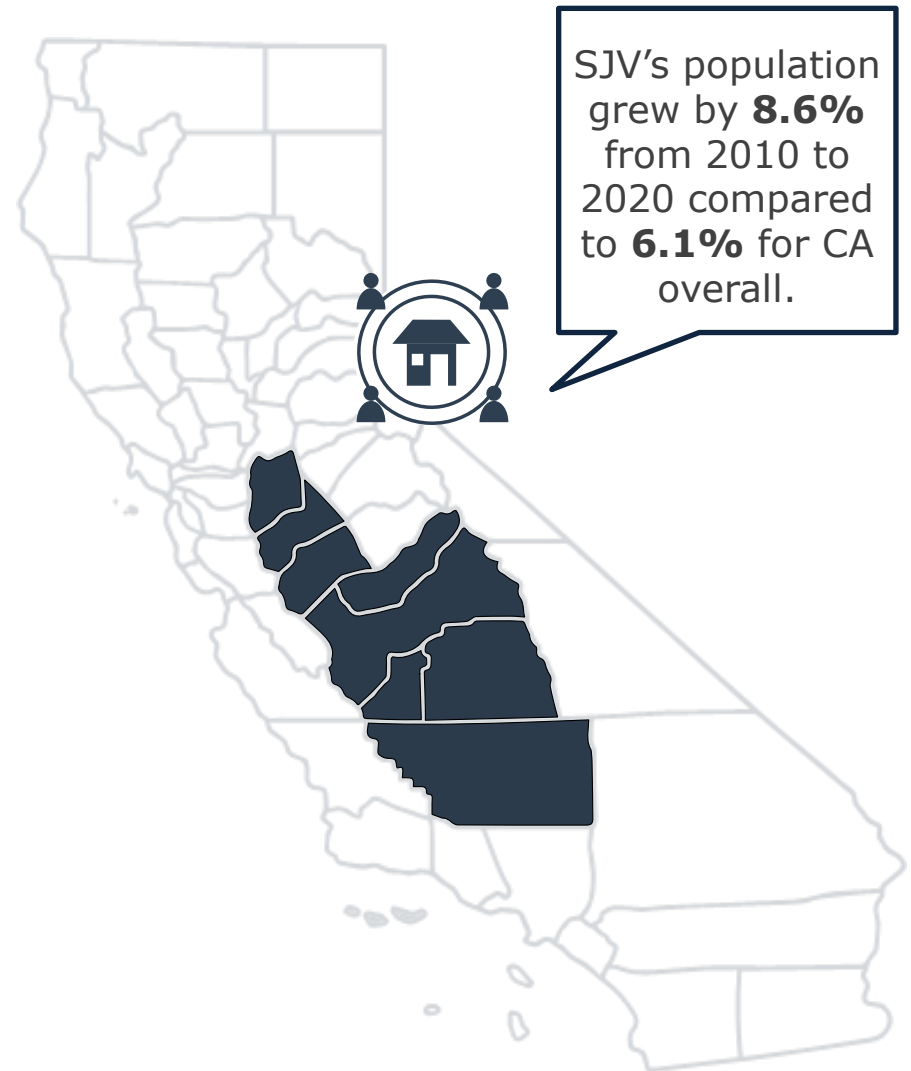
Item 5-5-J.

5. What can the CA Dept. of Housing and Community Development (HCD) do to implement programs and assistance to further inclusionary zoning policy adoption? What can the Valley COGs do?
6. How do inclusionary housing policies align with California's climate change/carbon reduction goals, and what are the social equity impacts of inclusionary housing to disadvantaged communities?
7. How can inclusionary policies be implemented in a manner that addresses community concerns regarding affordable housing, builder concerns of cost, local political implications; and are inclusionary policies a good option overall?

VALLEY MARKET CONTEXT

Item 5-5-J.

- SJV is among the fastest-growing regions in CA.
- As in much of the state, the cost of living is rising.
- Over the next RHNA cycle, SJV Counties are expected to plan for 116,478 Very Low- and Low-Income units.
- **Inclusionary housing is one of many tools cities *may be able to use* to achieve lasting affordable housing.**



Requires that new market-rate residential development projects include a certain percentage of housing units at rents or sale prices that are affordable to lower-income households

Pros

- Increases the city's supply and variety of deed-restricted affordable housing as market-rate development occurs
- Helps the city meet its Regional Housing Needs Allocation (RHNA)
- Works synergistically with the State Density Bonus Law
- Provides opportunities for more people to share in the benefits of economic inclusion, integration, and citywide economic growth as market-rate development occurs
- Helps the city achieve federally-mandated Fair Housing goals by addressing issues of segregation and concentrated poverty
- Allows lower-wage workforce to live in/near the communities in which they work, decreasing commute times and, thereby, reducing emissions

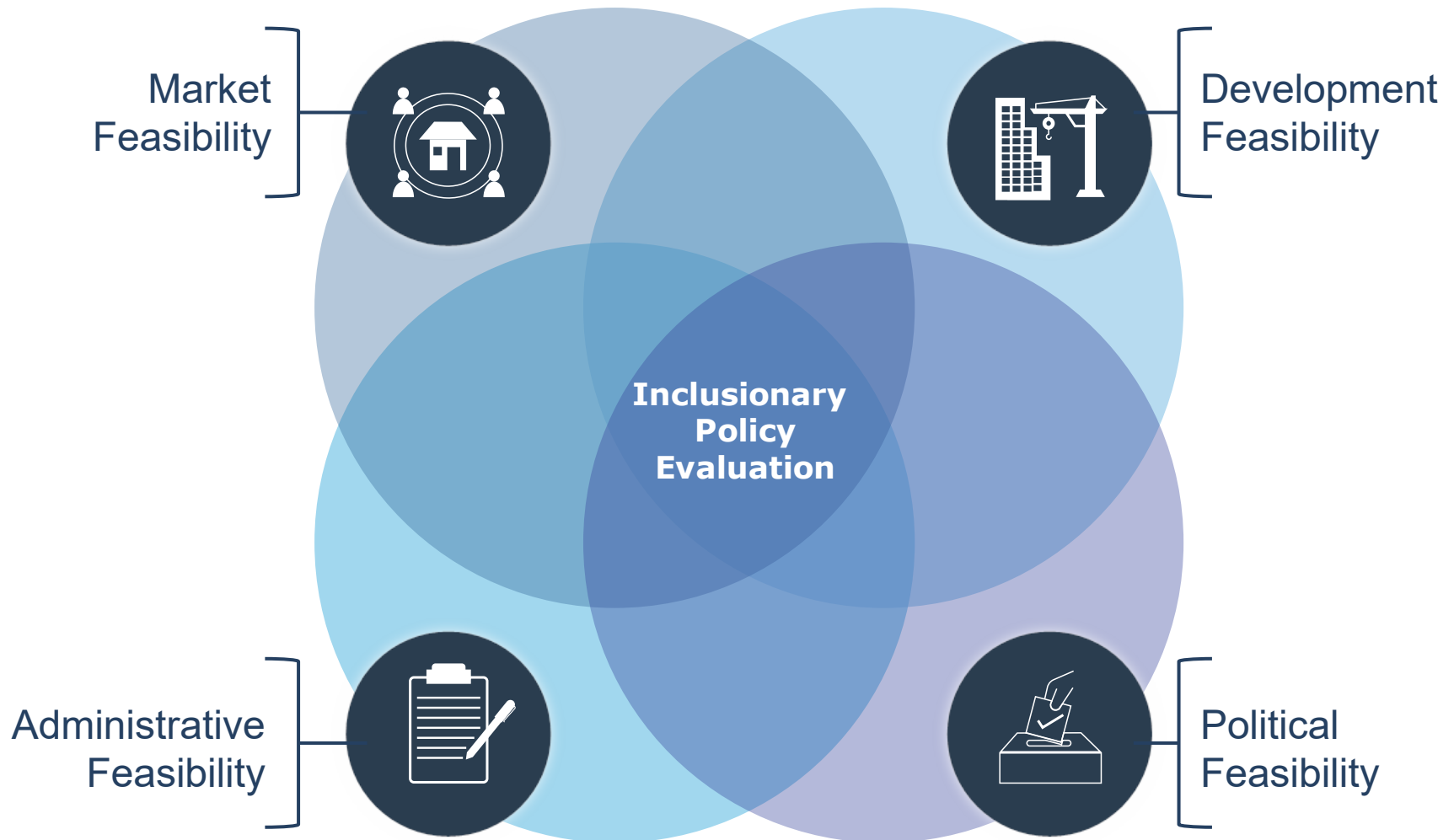
Cons

- Adds to the cost of developing market-rate housing (or reduces revenue potential when units are built on-site)
- Inclusionary requirements and in-lieu fees need periodic updating to remain in economic “alignment”
- Requires staff resources to administer the program
- Deed restrictions can limit value appreciation for lower-income, ownership units, and moderate unit price restrictions are often released at first sale and no longer guarantee affordability

WHAT IS NEEDED FOR INCLUSIONARY TO WORK:

Item 5-5-J.

San Joaquin Valley



WHAT IS NEEDED FOR INCLUSIONARY TO WORK:

Item 5-5-J.

San Joaquin Valley

Market Feasibility

Affordable inclusionary units are only achieved if market-rate residential development is occurring. Evaluating the potential to introduce inclusionary programs in the Valley must consider local residential production and market activity indicators.



Development Feasibility



Inclusionary Policy Evaluation

Administrative Feasibility



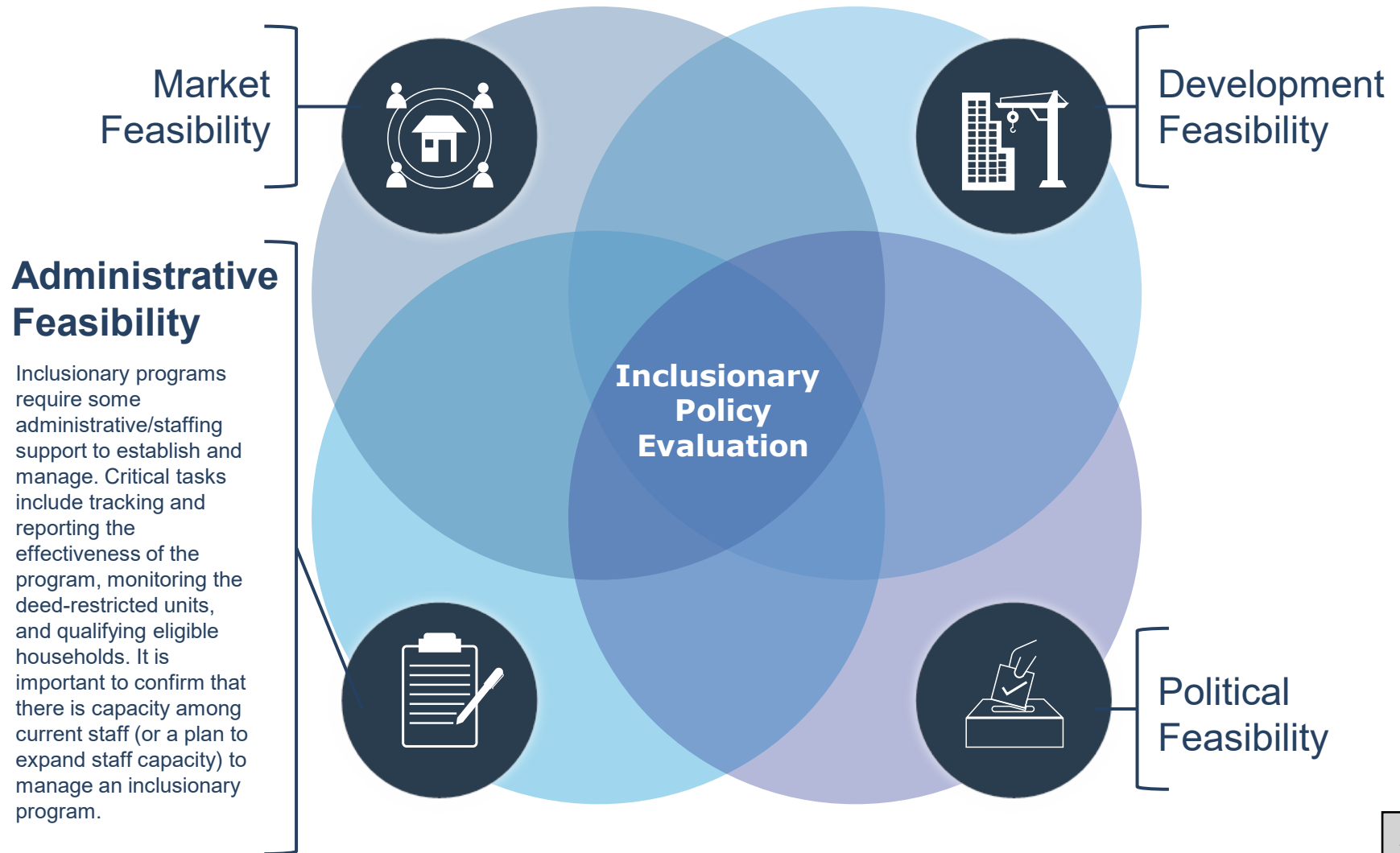
Political Feasibility



WHAT IS NEEDED FOR INCLUSIONARY TO WORK:

Item 5-5-J.

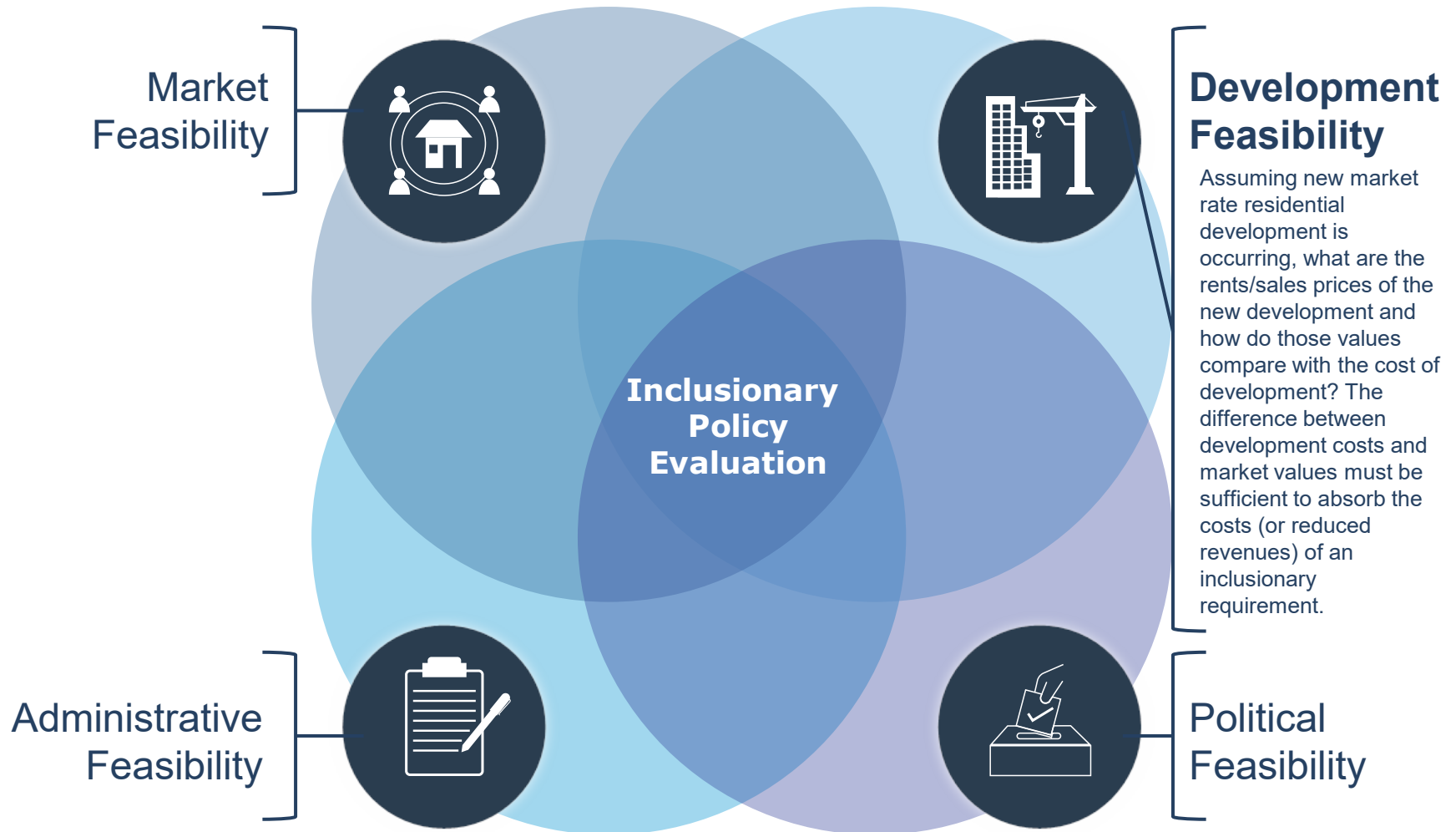
San Joaquin Valley



WHAT IS NEEDED FOR INCLUSIONARY TO WORK:

Item 5-5-J.

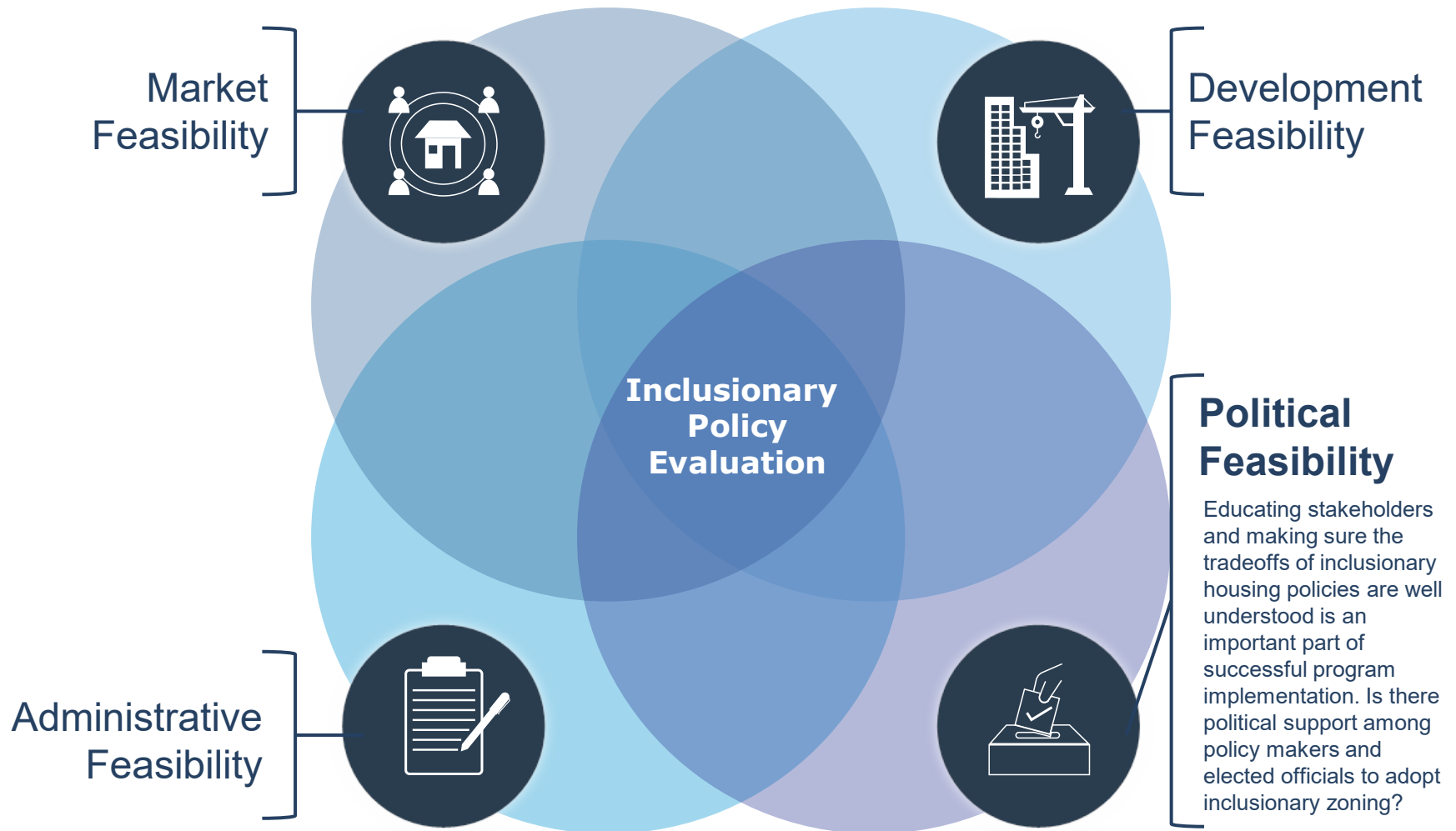
San Joaquin Valley



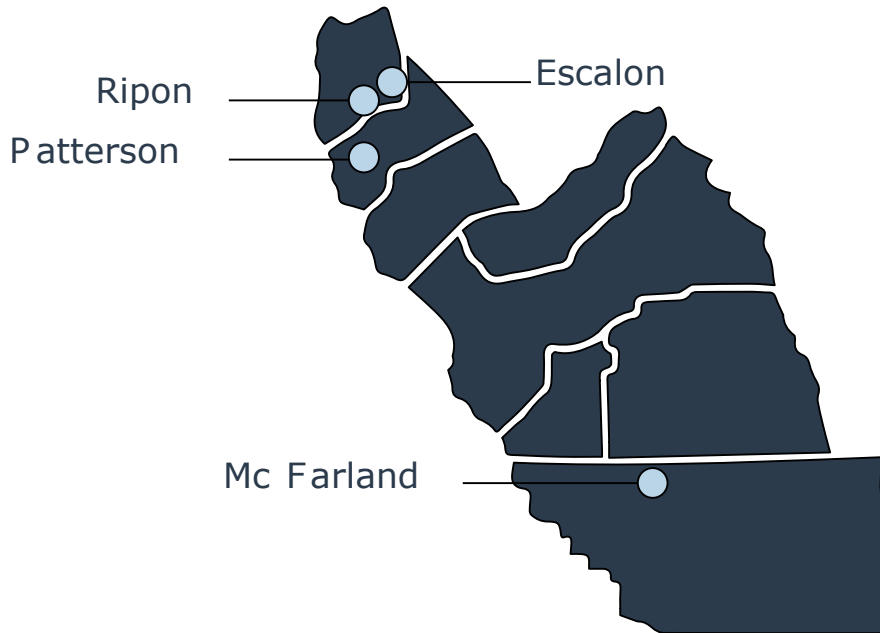
WHAT IS NEEDED FOR INCLUSIONARY TO WORK:

Item 5-5-J.

San Joaquin Valley



What are the impacts in Valley communities that have inclusionary policies?



- Four cities have active inclusionary housing ordinances: Ripon, McFarland, Patterson, and Escalon.
- Each of the four jurisdictions has a nuanced approach to its programs' key parameters.
- Programs are generating very few inclusionary units from market-rate development and not generating revenue from in-lieu fee programs.
- Slow pace of market-rate development is the biggest limiting factor.
- Some active inclusionary programs may be an artifact of a previous period of high market-rate activity (and lower development costs) and may not reflect current market conditions or a jurisdiction's current priorities.
- Periodically recalibrating an inclusionary program is critical to ensuring the program reflects current market and economic dynamics.

INCLUSIONARY PROGRAMS IN THE VALLEY

Item 5-5-J.

Escalon

- Ownership Requirement: 10-15% Very Low, Lower, and Moderate (to be constructed in equal numbers)
- Rental Requirement: 10-15% Very Low, Lower, and Moderate (to be constructed in equal numbers)
- Only 19 units were constructed between 2018 and 2021, all of which were market-rate. With a threshold size of five units or greater, it is possible that none of the market rate development was large enough to trigger the inclusionary requirement.

McFarland

- Ownership Requirement: At least 20% Very Low, Low, or Moderate
- Rental Requirement: At least 15% Very Low or Lower
- According to City Staff, all housing has been affordable before and after the implementation of its inclusionary program in 2005.

INCLUSIONARY PROGRAMS IN THE VALLEY

Item 5-5-J.

Patterson

- Ownership Requirement: At least 15% overall (9% Moderate and 6% Low)
- Rental Requirement: At least 15% overall (9% Low and 6% Very Low)
- Patterson's inclusionary housing program has not delivered any affordable units, as all housing built over the program's life was approved before its implementation.

Ripon

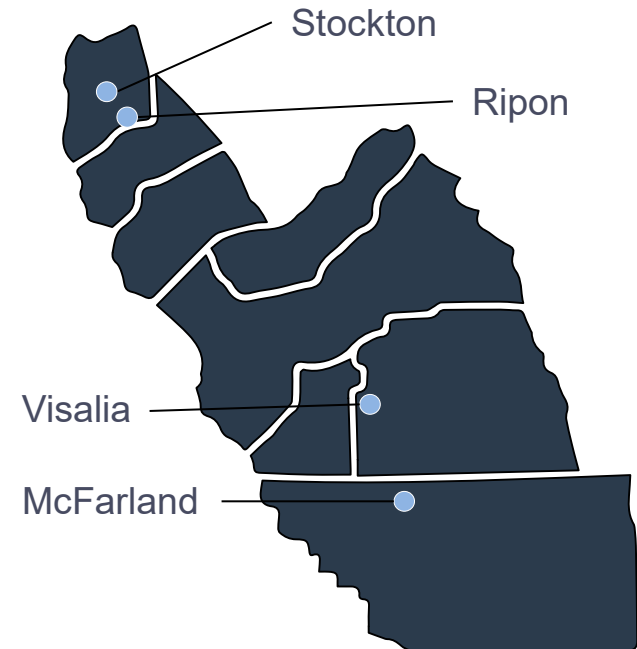
- Ownership Requirement: 10% BMR Plus, or 3.75% Moderate and 1.25% Low
- Ripon's inclusionary program has produced 12 inclusionary units since 2018 under the BMR Plus development option which provides ownership opportunities for middle-income households.

CASE STUDY ANALYSIS

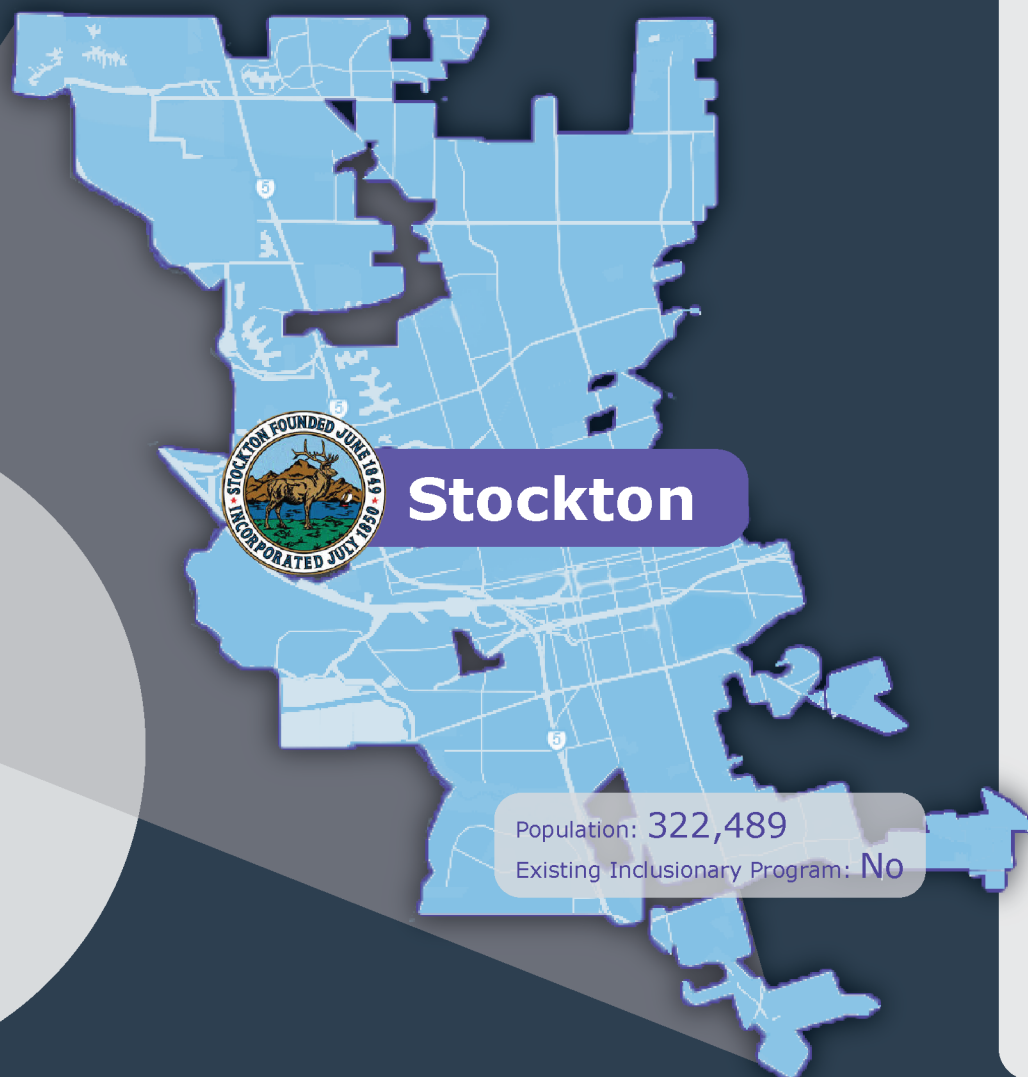
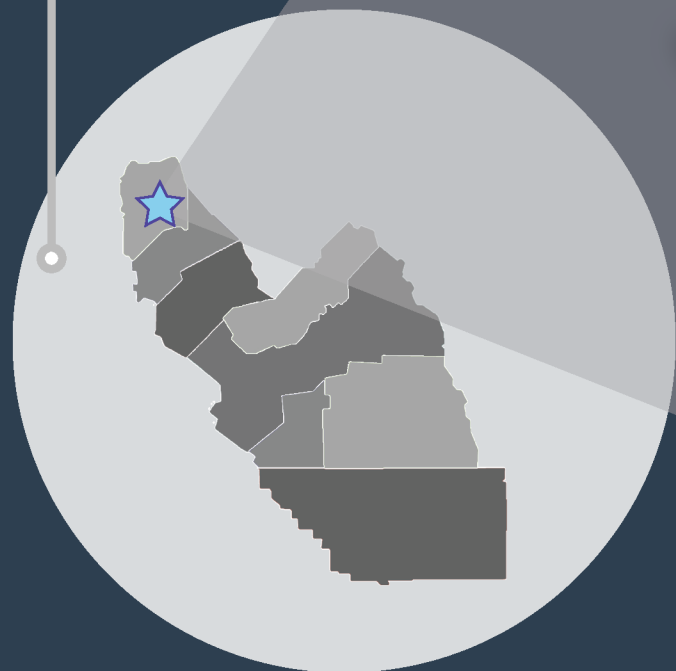
Item 5-5-J.

What are the best types of inclusionary policies and alternatives that could “work” in the Valley?

- EPS studied four cities with the goal of capturing the diversity of the Valley: Ripon, McFarland, Stockton, and Visalia.
- Two of the four cities already have adopted inclusionary programs and three do not.
- Case study jurisdictions were selected to exhibit diverse outcomes and to underscore that inclusionary policies are not the right solution for every community.



San Joaquin Valley



Housing Production Trends

Item 5-5-J.

Market-Rate Development Trends

Market-rate development is occurring at a steady pace.

From 2018 through 2021:

- 960 single-family units were built.
- 264 multifamily units were built.
- 44% of total housing built was affordable to only Above Moderate-income households.

6th Cycle RHNA (2023-2031)

- Stockton must plan for a total of 12,673 units, including 6,088 market-rate units.

Proximity to the Bay Area drives demand and high price points for new market-rate development.

- The median sale price of a newly-constructed home in Stockton is \$550,000.*
- The average monthly rent for a newly-constructed apartment unit in Stockton is assumed to be \$2,024.**

Affordable Housing Trends

The City is having success achieving new affordable housing on a project-by-project basis.

- The affordable units produced in Stockton are largely built as 100% affordable, grant-funded projects, primarily with TCAC funding.
- Rather than adopt a comprehensive inclusionary program, Stockton's planning department negotiates inclusionary requirements on a project-by-project basis, reflected through development agreements.



Administrative Capacity

The City of Stockton, like many other agencies, is experiencing significant workload and staffing shortages. Given the administrative requirements needed to adopt and implement an inclusionary housing program, administrative capacity constraints would make it challenging to implement a program at this time.



Stakeholder Support and Political Will

Stockton prides itself on being an "open for business" city for developers, meaning there is a political reluctance to support programs that raise development costs. The BIA in particular maintains a strong presence in Stockton and has expressed concerns about increased development costs. That said, the City is committed to exploring a range of approaches and funding options to increase housing choice and affordability and will to continue to explore these options as part of its Housing Element Update and new Housing Action Plan that are currently being developed.



Development Feasibility

Finding: Single-family ownership development in Stockton is occurring and at profit margins that suggest the potential to support an inclusionary program.

- Prototype: 8 units/acre, 2,000 sq.ft., 3-4 bedrooms
- Per unit development cost: \$420,285
- Per unit market value: \$550,000
- Profit metric: 31% profit margin (profit as a percentage of development-costs); threshold for feasibility is assumed to be 15%.

Finding: Multifamily rental development in Stockton is occurring and with a yield-on-cost that suggests the potential to support an inclusionary program.

- Prototype: 30 units/acre, 1,000 sq.ft., 2 bedrooms
- Per unit development cost: \$316,501
- Per unit net operating income: \$18,688
- Profit metric: 5.9% yield-on-cost (annual net operating income as a percentage of development costs); threshold for feasibility is assumed to be 5.5%.

Lessons Learned and Implications

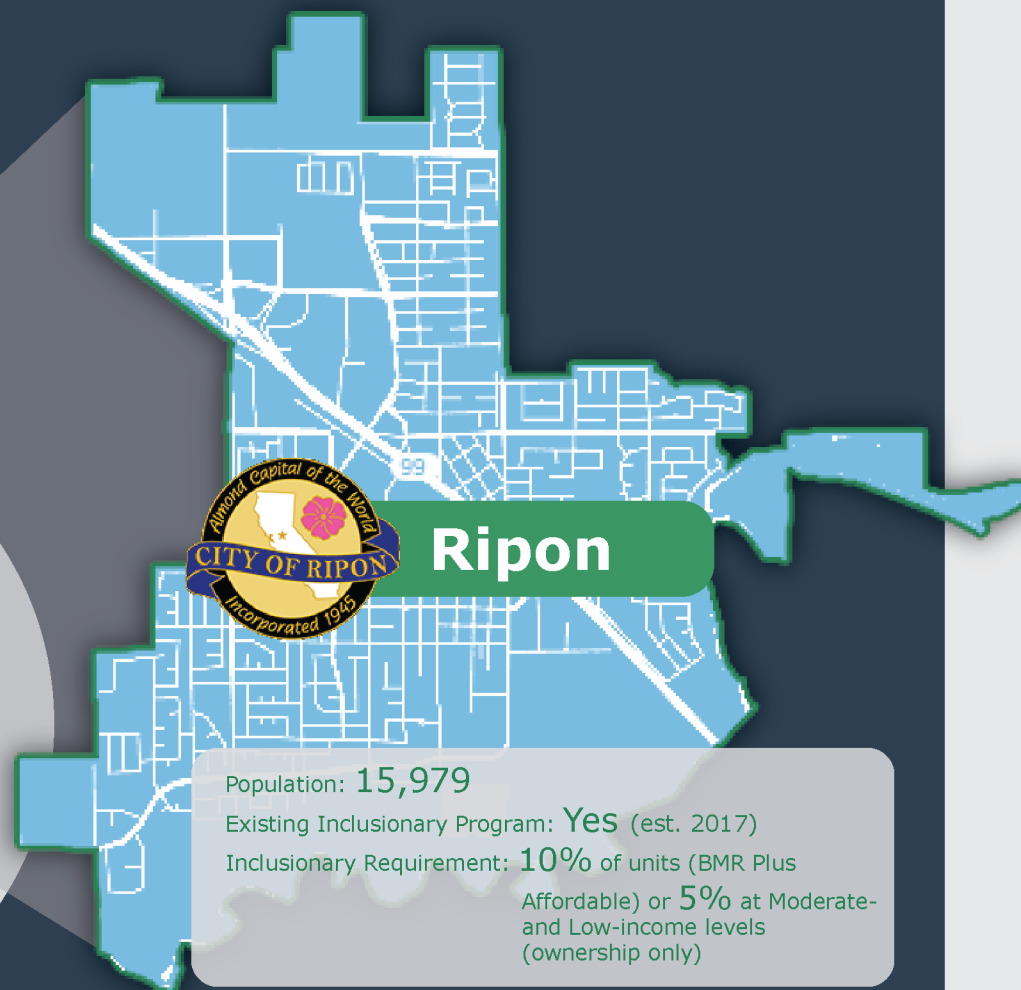
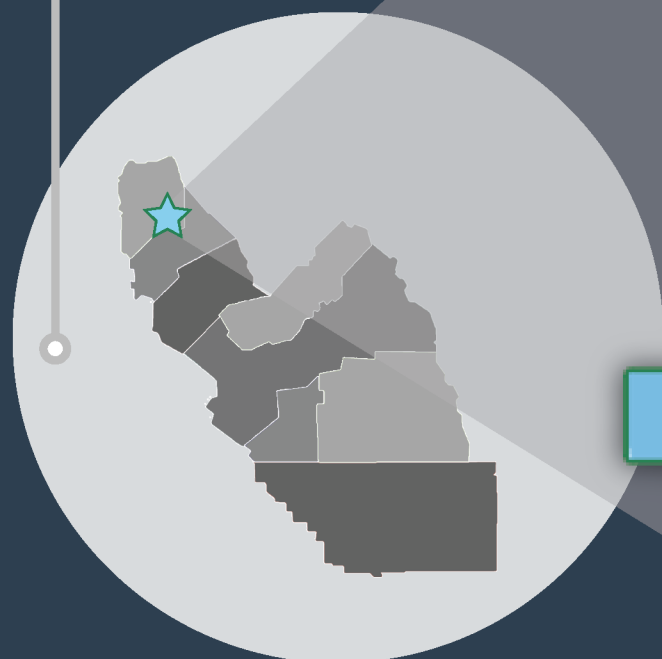
- Market-rate pricing (sales prices and rents) of newly-constructed product suggests that, on average, new multifamily development may support a modest inclusionary requirement while new single-family development can support a more robust requirement.
- The challenges in Stockton may be the lack of administrative capacity and a lack of political interest.
- Other large, urban Valley cities where population growth is driving market-rate development may be able to support an inclusionary program. Inclusionary housing programs can serve as a tool to mitigate potential displacement caused by incoming residents.

*Sales prices reflect an observed premium on new construction based on city-level data.

**Rents reflect an estimated premium on new construction in the region due to the lack of city-level data.

Sources: CA HCD; City of Stockton; CoreLogic Marshall & Swift; CoStar Group; Developer Interviews; LIHTC program applications; Redfin; Analysis by Economic & Planning Systems, Inc.

San Joaquin Valley



Housing Production Trends

Market-Rate Development Trends

Market-rate development is occurring at a modest pace and accounts for a majority of recent housing production.

From 2018 through 2021:

- 160 single-family units were built.
- 24 multifamily units were built.
- 98% of total housing built was affordable to only Above Moderate-income households.

6th Cycle RHNA (2023-2031)

- Ripon must plan for a total of 1,424 units, including 604 market-rate units.

New market-rate development is selling at high price points relative to the rest of the Valley.

- The median sale price of a newly-constructed home in Ripon is **\$700,000.***
- The average monthly rent for a newly-constructed apartment unit in Ripon is **\$2,067.****

Affordable Housing Trends

Ripon's inclusionary program, which only applies to new ownership housing, is producing mostly BMR Plus Affordable units, which are not recognized by HCD as deed-restricted units.

- The City's annual progress reports to HCD show that no affordable housing development has occurred in the city over the last few years.
- According to City staff, the program has produced 12 BMR Plus Affordable units since 2018.
- The City does not currently have revenue from in-lieu fees.



Administrative Capacity

City staff in Ripon indicated that the existing inclusionary program works well when new development occurs. However, Ripon is a small, slow growth community, so production is modest. Ripon staff is actively involved in creating affordable ownership opportunities where possible. For example, in addition to the City's inclusionary program, the City also buys homes and resells them at Moderate- or Low-income affordability levels. Staff indicated that the largest barrier to producing HCD-recognized affordable units is a lack of funding from the loss of local redevelopment agencies.



Stakeholder Support and Political Will

Despite the BIA's influence in the region, Ripon has an inclusionary program in place. The City supports inclusionary housing because it provides an opportunity to create mixed-income communities. The City has a strong preference for inclusionary development over fully affordable housing projects to promote income diversity.



Development Feasibility

Finding: Single-family ownership development in Ripon is occurring and at profit margins that suggest the potential to support a robust inclusionary program. The current program may need to be recalibrated to reflect current market dynamics.

- Prototype: 8 units/acre, 2,000 sq.ft., 3-4 bedrooms
- Per unit development cost: \$420,285
- Per unit market value: \$700,000
- Profit metric: 67% (profit as a percentage of development costs); threshold for feasibility is assumed to be 15%.

Finding: Multifamily rental development in Ripon is occurring and with a yield-on-cost that suggests the potential to support an inclusionary program. The current program does not apply to rental development.

- Prototype: 30 units/acre, 1,000 sq.ft., 2 bedrooms
- Per unit development cost: \$316,501
- Per unit net operating income: \$25,748
- Profit metric: 8.1% yield-on-cost (annual net operating income as a percentage of development costs); threshold for feasibility is assumed to be 5.5%.

Lessons Learned and Implications

- Market-rate development trends indicate that new residential development is feasible, with sufficient profit margins to absorb an inclusionary requirement. The current program only applies to developments of more than 10 units, but profit margins suggest that developers may be able to absorb the cost at a lower threshold.
- Other cities in the Valley, where market-rate values exceed the cost of new development by a sufficient margin, may also be able to support an inclusionary program.
- Recalibrating an inclusionary program periodically is critical to ensuring the program reflects current market and economic dynamics.

*Sales prices reflect an observed premium on new construction based on city-level data.

**Rents reflect an estimated premium on new construction in the region due to the lack of city-level data.

Sources: CA HCD; City of Ripon; CoreLogic Marshall & Swift; CoStar Group; Developer Interviews; LIHTC program applications; Redfin; Analysis by Economic & Planning Systems, Inc.

San Joaquin Valley



Administrative Capacity

The City's planning department is personnel-constrained. However, the department shares collaborative relationships with other City departments, demonstrating the potential to leverage assistance in developing and monitoring an inclusionary program. That said, given the limited potential to support an inclusionary program, an additional administrative burden may not be warranted at this time.



Stakeholder Support and Political Will

Visalia's current Housing Element does not mention an inclusionary program. However, during their most recent Housing Element update, a Technical Advisory Committee made up of affordable housing developers and members of the BIA recommended a program to study several potential affordable housing financing mechanisms, including an inclusionary ordinance. The program was abandoned, however, due to a lack of political support. Developers in Visalia have indicated a preference for efforts that reduce barriers to affordable housing production over the adoption of requirements, such as an inclusionary ordinance.

Lessons Learned and Implications

- Market-rate development trends indicate that new residential development is feasible, although development costs are squeezing profit associated with single-family residential development. Sales prices of newly-constructed single-family product relative to costs suggest that new single-family residential development cannot support an inclusionary requirement at this time. Sufficiently high rents, relative to development costs, suggest that the City can support a modest inclusionary requirement on multifamily housing.
- The challenge for Visalia may be a lack of political will and uncertainty around fragile market conditions.
- Other cities in the Valley, where margins of market-rate feasibility differ significantly by product type, may be able to support an inclusionary program under certain circumstances. Cities like this will need to monitor evolving market conditions to find the optimal criteria for an effective inclusionary housing program.



Housing Production Trends

Item 5-5-J.

Market-Rate Development Trends

Market-rate development is occurring at a steady pace.

From 2018 through 2021:

- 1,958 single-family units were built.
- 122 multifamily units were built.
- 23% of total housing built was affordable to only Above Moderate-income households.

6th Cycle RHNA (2023-2031)

- Visalia must plan for a total of 10,791 units, including 3,423 market-rate units.

New Market-Rate development is selling and renting at moderate price points.

- The median sale price of a newly-constructed home in Visalia is \$420,000.*
- The average monthly rent for a newly-constructed apartment unit in Visalia is assumed to be \$2,168.**

Affordable Housing Trends

The City is having some success achieving new affordable housing opportunities.

- The market has experienced increased demand for housing in mixed-use zones, particularly for deed-restricted affordable units.
- Visalia has an in-house financial specialist managing the City's CDBG and HOME fund programs.
- 800 affordable units were recently entitled and are expected to satisfy a portion of the City's 6th Cycle RHNA.



Development Feasibility

Finding: Single-family ownership development in Visalia faces feasibility challenges and is not likely to be able to support an inclusionary program at this time.

- Prototype: 8 units/acre, 2,000 sq.ft., 3-4 bedrooms
- Per unit development cost: \$395,285
- Per unit market value: \$420,000
- Profit metric: 6% profit margin (profit as a percentage of development costs); threshold for feasibility is assumed to be 15%.

Finding: Multifamilyrental development in Visalia is occurring and with a yield-on-cost that suggests the potential to support an inclusionary program.

- Prototype: 30 units/acre, 1,000 sq.ft., 2 bedrooms
- Per unit development cost: \$309,834
- Per unit net operating income: \$18,519
- Profit metric: 6% yield-on-cost (annual net operating income as a percentage of development costs); threshold for feasibility is assumed to be 5.5%.

*Sales prices reflect an observed premium on new construction based on city-level data.

**Rents reflect an estimated premium on new construction in the region due to the lack of city-level data.

Sources: CA HCD; City of Visalia; CoreLogic Marshall & Swift; CoStar; Developer Interviews; LIHTC program applications; Redfin; Analysis by Economic & Planning Systems, Inc.



Housing Production Trends

Market-Rate Development Trends

Very little market-rate development is occurring in McFarland, and the City must plan for a significant amount of new development as part of its sixth-cycle Housing Element update process.

From 2018 through 2021:

- 76 single-family units were built.
- 0 multifamily units were built.
- 9% of total housing built was affordable to only Above Moderate-income households.

6th Cycle RHNA (2023 – 2031)

- McFarland must plan for a total of 244 units, including 117 market-rate units.

The sample size is small, but the data suggests that new development is selling and renting at relatively low price points.

- The median sale price of a newly-constructed home in McFarland is **\$355,000.***
- The average monthly rent for a newly-constructed apartment unit in McFarland is assumed to be **\$1,994.****

Affordable Housing Trends

The majority of new construction in the city is affordable but is occurring independent of the City's active inclusionary housing ordinance.

- About 90 percent of McFarland's housing development since 2018 has been affordable housing – both deed-restricted and "naturally affordable."
- New housing in the city typically falls under USDA rural designation, providing developers with access to Federal grants and loans.

San Joaquin Valley



McFarland

Population: 13,902

Existing Inclusionary Program: **Yes** (est. 2005)

Inclusionary Requirement: **20%** of units (ownership and rental)



Administrative Capacity

City staffing and resources are limited at this time, and there may not be capacity to properly implement the existing inclusionary program, much less recalibrate it to reflect current market conditions.



Stakeholder Support and Political Will

McFarland has an inclusionary program in place, suggesting that City decision makers, at one time, supported the use of inclusionary housing as a tool to achieve more affordable housing.

Lessons Learned and Implications

- Development trends indicate that new residential development in McFarland is facing significant feasibility challenges.
- Some active inclusionary ordinances in California may be an artifact of a previous period of high market-rate activity and may not reflect current market conditions or a jurisdiction's current priorities.
- Cities in the Valley that are experiencing low levels of market-rate development or low market-rate pricing relative development costs may not be able to use an inclusionary program to their advantage.



Development Feasibility

Finding: Single-family ownership development in McFarland is not occurring at a meaningful pace and new development appears economically challenged, suggesting that the City may want to consider reevaluating its current inclusionary program.

- Prototype: 8 units/acre, 2,000 sq.ft., 3-4 bedrooms
- Per unit development cost: \$392,160
- Per unit market value: \$355,000
- Profit metric: n/a; development costs exceed values.

Finding: Multifamily rental development in McFarland is challenging at this time, suggesting that the City may want to reevaluate its program.

- Prototype: 30 units/acre, 1,000 sq.ft., 2 bedrooms
- Per unit development cost: \$309,001
- Per unit net operating income: \$16,429
- Profit metric: 5.3% yield-on-cost (annual net operating income as a percentage of development costs); threshold for feasibility is assumed to be 5.5%.

*Sales prices reflect an estimated premium on new construction in the region due to the lack of city-level data.

**Rents reflect an estimated premium on new construction in Kern County due to the lack of city-level data.

Sources: CA HCD; City of McFarland; CoreLogic Marshall & Swift; CoStar Group; Developer Interviews; LIHTC program applications; Redfin; Analysis by Economic & Planning Systems, Inc.

WHERE AND HOW CAN INCLUSIONARY WORK?

Item 5-5-J.

Item	McFarland	Ripon	Stockton	Visalia
Prototype	<u>For-Sale, Detached Single Family</u>			
Per Unit Development Costs	\$392,160	\$420,285	\$420,285	\$395,285
Per Unit Market Value	\$355,000	\$700,000	\$550,000	\$420,000
Profit Metric	-9%	67%	31%	6%
Supports Inclusionary?	X	✓	✓	X
Prototype	<u>Multifamily, Rental Apartment</u>			
Per Unit Development Costs	\$309,001	\$316,501	\$316,501	\$309,834
Per Unit Net Operating Income	\$16,429	\$25,748	\$18,688	\$18,519
Profit Metric	5.3%	8.1%	5.9%	6.0%
Supports Inclusionary?	X	✓	✓	✓
Key	✓	Can Support an Inclusionary Program		
	X	Cannot Support an Inclusionary Program at this Time		

Analysis by Economic & Planning Systems, Inc.

Which jurisdictions can benefit most from inclusionary policies?

- **Jurisdictions may be able to support an inclusionary program if:**
 - Market-rate development is occurring at a significant scale
 - Market-rate values exceed the cost of new development by a substantial margin
 - e.g., in locations experiencing high market demand and price pressures, such as San Joaquin County and Northeast Fresno/Clovis
- **Jurisdictions likely cannot support an inclusionary program if:**
 - Market-rate development is occurring at low levels
 - Market-rate pricing is low relative to development costs (or less than development costs)

ILLUSTRATIVE EXAMPLE: POTENTIAL IMPACT OF IMPLEMENTATION

Item 5-5-J.

EPS estimates between 439 and 3,950 affordable units could be created in the Valley through inclusionary programs **IF**

- 10-30% of the Valley's Above Moderate RHNA is developed in jurisdictions that have or adopt new inclusionary programs
- 75% of those Above Moderate units are in projects subject to inclusionary requirements (above the project size threshold, often 5 or 10 units and higher)
- The applicable inclusionary requirement ranges between 5 to 15%

% of Units in Valley Jurisdictions with Inclusionary Programs	Above-Moderate Units Impacted	Units in Projects Meeting Threshold Size [1]	Potential Range of Inclusionary Requirements		
			5%	10%	15%
10%	11,705	8,779	439	878	1,317
20%	23,410	17,557	878	1,756	2,634
30%	35,114	26,336	1,317	2,634	3,950

Note: The Valleywide 6th Cycle RHNA is 280,517 units (117,048 Above Moderate-Income Units, 46,991 Moderate-Income Units, and 116,478 Lower-Income Units).

[1] Illustrative analysis assumes 25% of units developed in jurisdictions with inclusionary programs would not meet the size threshold, which typically applies to developments of more than 5 units.

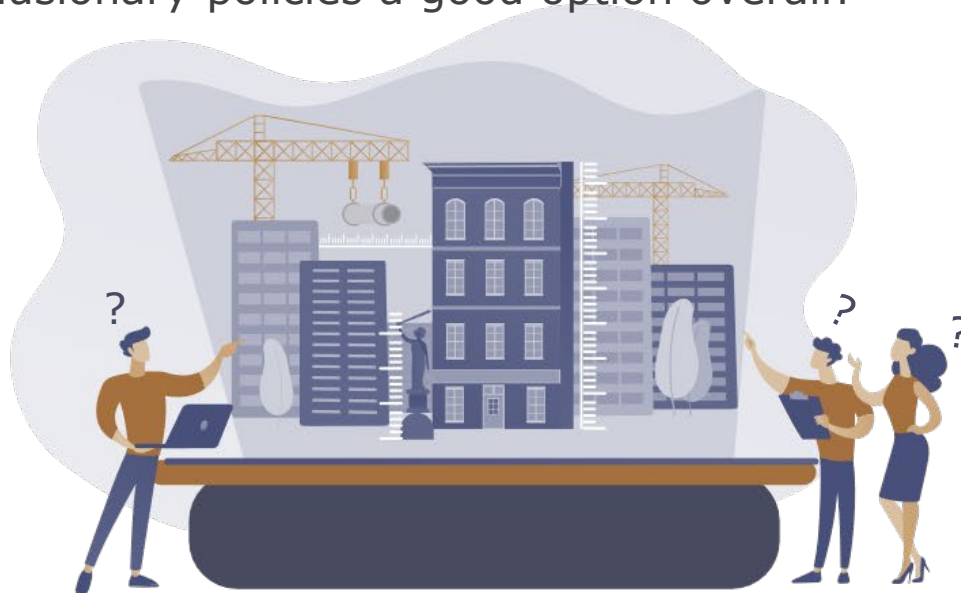
Source: CA Dept. of Housing and Community Development; Analysis by Economic & Planning Systems, Inc.

BEST PRACTICES AND RECOMMENDATIONS

Item 5-5-J.

The following slides will answer three key questions:

1. How can inclusionary policies be implemented in a manner that addresses community concerns regarding affordable housing, builder concerns of cost, local political implications?
2. What can CA HCD and Valley COGs do to implement programs to further inclusionary zoning policy adoption?
3. Are inclusionary policies a good option overall?



RECOMMENDATIONS FOR JURISDICTIONS

Item 5-5-J.



Educate stakeholders and elected officials about the role inclusionary housing programs can play in achieving more affordable housing to establish political support



Consider adopting a program but phasing it in or adopting a program that is “triggered” once a certain number of market-rate units are developed



Consider an inclusionary program in a specific geographic area (e.g., specific plan areas, near transit, in Priority Development Areas) or for certain types of development that demonstrate feasibility



Consider adopting a program with an in-lieu fee that is lower than the equivalent of providing units on-site, as a means of generating revenue to support affordable housing production

RECOMMENDATIONS FOR COGS

Item 5-5-J.



Monitor residential production trends, development costs, and market prices/rents in member jurisdictions



Monitor the effectiveness of the inclusionary programs that are already in place in the member jurisdictions



Continue to promote the research and resources that are available and offer education/training to jurisdictions



Develop education/training available to member jurisdictions to reinforce that the State Density Bonus is an incentive-based tool

RECOMMENDATIONS FOR HCD

Item 5-5-J.



Prepare a Template for Economic Feasibility Studies.

Just as HCD will be preparing a template for impact fee nexus studies, a template for inclusionary housing economic feasibility studies would also be useful.



Recognize that households earning “Above Moderate” income at the County level may also need support.

Providing housing affordable to households earning between 120 percent up to the incomes required to rent or purchase market-rate housing would fill a need in many communities that would both benefit Californians and encourage jurisdictions to plan for appropriate housing.



Pool regional RHNA credits. Jurisdictions with inclusionary programs could give in-lieu fee revenue to the COGs so that there is a critical mass of funding available as opportunities to build housing arise.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-K

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Central California Travel Survey (CCTS) Final Report

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

With \$1.5 million funding from the Department of Housing & Community Development (HCD), Caltrans, and Kings County Association of Governments (KCAG), the eight Valley Metropolitan Planning Organizations (MPOs) initiated the Central California Travel Survey (CCTS) in late 2021. Led by Fresno Council of Governments (Fresno COG), the CCTS collected demographic and travel behavior data from 7,406 households (19,084 persons) across the eight counties in the San Joaquin Valley in 2022 and 2023. Below are some of the key findings from the Survey:

- The overall trip rate for the Valley is 4.0 trips/person/day; 3.9 trips/person/day in Madera County.
- 90% of all the trips in the San Joaquin Valley are made by individual vehicles; 93.9% in Madera County.
- Transit trips account for 0.7% of all trips in the Valley; 0.1% in Madera County.
- About 28.7% of workers telecommute at least one day a week; 32.0% in Madera County.

The CCTS also included a supplemental housing survey. The key findings from the housing survey are:

- About 75.5% of households in the Valley live in single-family detached homes; 90.0% in Madera County.
- 42.9% of people surveyed think the best neighborhood attributes of a home is to be conveniently located near school, work, or shopping; 30.2% in Madera County. In Madera County the highest rated attribute was the scenery, environment, atmosphere at 41.0%.
- Of those who don't own a home, 31.9% believe they lack the financial resources for a mortgage payment; 45.5% in Madera County.

The final draft report will be published on the Fresno COG website in July of 2023 at www.fresnocog.org.

The data collected from the CCTS will be used to update the traffic models maintained by each of the eight Valley MPOs. The model is a key tool in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) development, SB 743 VMT analysis, roadway design, corridor studies, EIR of local general plans, and specific plans, etc.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-L

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Finish the State Route 99 Coalition – Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The State Route 99 Coalition continues to meet bimonthly at the staff level to discuss efforts to complete State Route 99. Progress has been made, and it is important that there is continued dialog with our partners on the importance of finishing what we started.

Two important Tulare County projects were recently awarded funding by the California Transportation Commission (CTC). The two projects and funding programs are as follows:

- Trade Corridor Enhancement Program (TCEP): \$37 million for the right of way phase of the SR 99 and Paige Ave interchange improvements project in the City of Tulare.
- Local Partnership Program (LPP): \$15 million for the construction phase of the SR 99/Caldwell Avenue interchange in the County of Tulare.

The Finish the State Route 99 Coalition provided the attached letter in strong support of the CTC's recommendation for the 2022 SB 1 Competitive Grant Programs (TCEP and LPP). The two projects listed above will help finish State Route 99 in Tulare County and the San Joaquin Valley. Also included is a copy of a letter signed by local San Joaquin Valley legislators recommending the CTC support the 2022 SB1 Competitive Grant Programs, specifically the two projects in Tulare County.

The Finish State Route 99 Coalition members are scheduled to meet in Madera on Friday, July 14, 2023. The meeting will focus on a strategy moving forward to complete State Route 99. It is anticipated that the members will travel to Sacramento in early October 2023 to meet with our partners in Sacramento, focusing on the importance of identifying funding for State Route 99 in the state's 2024 Interregional Transportation Improvement Program.

Finally, Caltrans D6 and D10 has retained a consulting firm to develop the State Route 99 Multimodal Corridor Plan. A kickoff meeting with all stakeholders will be scheduled soon.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



June 22, 2023

The Honorable Lee Ann Eager
 Chair, California Transportation Commission
 1120 N Street
 Sacramento, CA 95814

**Re: Support for Staff Recommendations for SB 1 Competitive Grant Programs:
 Trade Corridor Enhancement Program and Local Partnership Program Awards for SR 99
 Projects**

Dear Chair Eager,

The undersigned organizations write in strong support of the California Transportation Commission's (CTC) staff recommendations for the 2022 SB 1 Competitive Grant Programs. Specifically, we write in support of the proposed investments in the 2022 Trade Corridor Enhancement Program (TCEP) and 2022 Local Partnership Competitive Program (LPP) for projects that will help finish SR 99 in Tulare County and the San Joaquin Valley. The staff recommendations include:

- TCEP: \$37 million for the right of way phase of the SR 99 and Paige Ave interchange improvements project in the City of Tulare.
- LPP: \$15 million for the construction phase of the SR 99/Caldwell Avenue interchange in the County of Tulare.

The TCEP and LPP funding for these projects is a significant step in completing the SR 99 multi-modal corridor thereby eliminating a key bottleneck on this critical facility, increasing safety, reducing congestion, increasing connectivity, improving travel-time reliability of time-sensitive goods, preserving acceptable facility operation on SR 99 and connecting pedestrian bicycle and transit access. Moreover, these projects address key Climate Action Plan for Transportation Infrastructure principles and will address the needs of under-resourced communities, have positive environmental impacts, support efficient land use principles, and provide benefits to communities throughout California.

For these reasons, we are pleased to see the projects included in the staff recommendation to the CTC and strongly encourage your support for these projects at the June CTC meeting.

Sincerely,

The Honorable Waseem Ahmed
Chair
Madera County Transportation Commission

The Honorable Ray Barragan
Mayor
City of Chowchilla

The Honorable Rudy Mendoza
Mayor
City of Woodlake

The Honorable Terry A. Sayre
Mayor
City of Tulare

James Thuerwachter
Legislative Advocate
California State Council of Laborers

Tim Cremins
Political Director
International Union of Operating
Engineers

Emily Cohen
Executive Vice President
United Contractors

Eric Sauer
Sr. Vice President of Government Affairs
California Trucking Association

Michael Quigley
Executive Director
California Alliance for Jobs

Jon Switalski
Executive Director

Rebuild SoCal Partnership

Mark Watts
Legislative Advocate
Transportation California

Todd Bloomstein
Legislative Advocate
Southern California Contractors Association

Russel Snyder
Executive Director
California Asphalt Pavement Association

Ray Baca
Executive Director
Engineering Contractors' Association

Tim Schmid
President
Western Regional Association of
Pavement Preservation

Chris Hiatt
Vice President
American Honey Producers Association

Darren Rose
Executive Director
Madera Economic Development Commission

Sara Bosse
Executive Director
Madera County Public Health

Todd Suntrapak
President, Chief Executive Officer
Valley Children's Healthcare

cc: Tanisha Taylor, Interim Executive Director, California Transportation Commission
Tony Tavares, Director, California Department of Transportation
Toks Omishakin, Secretary, California State Transportation Agency



June 22, 2023

The Honorable Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

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Trade Corridor Enhancement Program and Local Partnership Program Awards for
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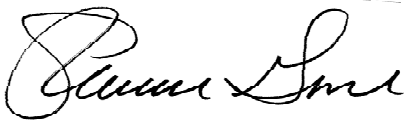
Sincerely,



Senator Melissa Hurtado
16th Senate District



Senator Marie Alvarado-Gil
4th Senate District



Senator Shannon Grove
12th Senate District



Assemblyman Vince Fong
32nd Assembly District



Assemblyman Jim Patterson
8th Assembly District

cc: Tanisha Taylor, Interim Executive Director, California Transportation Commission
Tony Tavares, Director, California Department of Transportation
Toks Omishakin, Secretary, California State Transportation Agency



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-M

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Availability of the DRAFT Madera County Zero-Emission Vehicle (ZEV) Readiness and Implementation Plan

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Background

An increasing number of national and state level policies have focused on measures to reduce greenhouse gas (GHG) emissions from the transportation sector. A key policy to achieve this has been directed towards two connected areas: zero-emission vehicle types such as electric and infrastructure used to fuel these vehicle types.

Decreed in 2020, Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20) called for the elimination of new internal combustion passenger vehicle sales by 2035: 100% zero-emission vehicle sales for new passenger cars and trucks by 2035. The same target holds for medium and heavy-duty vehicles by 2045.

The transportation sector, including all passenger cars and light trucks, heavy-duty trucks, off-road vehicles, and the fuels needed to power them, is estimated to be responsible for more than 40% of California GHG emissions. By setting the target to 2035, the Executive Order provides time to plan for and support the increasing consumer demand for these vehicles. The ZEV Readiness and Implementation Plan presents information and recommendations to better accommodate existing ZEV users and improve access and effectiveness for increasing future ZEV usage in Madera County in an equitable manner.

Discussion

On July 14, 2023, MCTC staff released the DRAFT Madera County Zero-Emission Vehicle Readiness and Implementation Plan (ZEV Plan). The DRAFT ZEV Plan will be available for 30-day review until August 14, 2023, and considered for final approval by the MCTC Policy Board at the September 20, 2023 MCTC Policy Board meeting.

The DRAFT ZEV Plan proactively plans for the anticipated increase in Zero Emission Vehicle (ZEV) adoption throughout the Madera County region and surrounding areas. The DRAFT report provides an overview of ZEV infrastructure as it stands today, an analysis of future needs for the county and suggested goals and actions for implementation to support future ZEV needs.

The primary objective of the ZEV Plan include:

- Assessing existing ZEV infrastructure environment
- Identifying key community challenges and barriers to advancement
- Recommending infrastructure improvements and investments
- Identifying implementation strategies and policies to promote ZEV infrastructure adoption
- Providing stakeholders with tools to procure, site and install ZEV infrastructure

MCTC retained DKS Associates to assist in the development of the ZEV Plan. The project team conducted a ZEV existing conditions analysis for the county, conducted stakeholder outreach, utilized online tools to collect input from the community, and used various sources of data to forecast ZEV adoption and travel patterns.

The ZEV Plan contains five sections and six appendices including:

- *Project Overview* highlighting the need and purpose for the plan
- *Executive Summary* providing a high-level overview of the plan details
- *Chapter 1: Community Engagement* outlining outreach initiatives utilized to develop the plan
- *Chapter 2: Future Infrastructure Needs* reporting on ZEV growth, travel and infrastructure demand, potential infrastructure siting, and funding opportunities
- *Chapter 3: Implementation* highlights recommended actions, strategies for ZEV implementation, funding strategies and estimated costs to meet projected needs
- *Appendix A. ZEV and Infrastructure Existing Conditions Report*
- *Appendix B. Engagement Supplemental Materials*
- *Appendix C. ZEV Transitions Funding Opportunities*
- *Appendix D. Potential Charging Station Locations*
- *Appendix E. ZEV Planning Resources*

As part of the development of the ZEV Plan, MCTC has published a ZEV Planning Resources webpage. The webpage includes information for home and public charging, including resources for residential charging, employers, businesses, multifamily properties, and local governments. These include links to various rebate and incentive programs for an array of potential users and implementors.

The webpage also contains various toolkits to assist in ZEV infrastructure planning activities. The following downloadable planning toolkits are available:

- *Workplace Charging* - Resources for business owners and managers, and business property managers that want to provide EV charging stations for employees, clients, and fleet vehicles

- *Multifamily Charging* - Resources for apartment, condominium, and manufactured housing property owners and managers that want to provide EV charging stations for residents, guests, and employees
- *Retail and Restaurant Charging* - Resources for restaurants, stores, fitness centers, hotels, healthcare providers, and entertainment providers that want to provide EV charging stations in parking lots
- *Public Parking Charging* - Resources for local government, airports, parking lot operators, and others that want to provide EV charging stations in parking lots
- *Site Evaluation Tool* - A simple checklist to evaluate a site and a location on the site for an EV charging station
- *Fleet Inventory Tool* - An Excel spreadsheet for fleet managers to collect information about their vehicles and facilities to plan for a transition to EVs
- *EV Station Permitting Resources* - Information for local governments to implement streamlined permitting for EV charging stations
- *EVITP for Electricians* - Information for journeyman electricians to become certified to install charging stations

The DRAFT ZEV Plan will be available for public review between July 14, 2023 and August 14, 2023. A hearing will be held for the document on September 20, 2023. Staff will request the MCTC Policy Board take action to approve the Plan as Final at the September 20, 2023, MCTC Policy Board Meeting.

The Draft ZEV Plan and the online ZEV Planning Resources can be found at the following web address: <https://www.maderactc.org/transportation/page/zero-emission-transportation>.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-N

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Social Services Transportation Advisory Council (SSTAC) Member Re-appointments

Enclosure: No

Action: Reappoint Rosalind Esqueda as a Representative of a Transit Provider and reappoint Monty Cox as a Representative of a Local Transit Agency Provider as members of the SSTAC

SUMMARY:

The Madera County Transportation Commission received renewal applications for the Social Services Transportation Advisory Council (SSTAC) for the following category:

- Local Social Service Transportation Provider for Seniors (2)

Recommended Re-appointments:

Rosalind Esqueda, Transit Systems General Manager-Madera, as a Representative of a Transit Provider.

Monty Cox, Program Manager, as a Representative of a Local Transit Agency Provider.

Staff is recommending that the MCTC Policy Board approve both re-appointments to continue participating with the SSTAC. The term of appointments shall be for three years and may be renewed.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-O

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Upcoming Bipartisan Infrastructure Law (BIL) Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
3/30/2023	Safe Streets and Roads for All Grant Program	Office of the Secretary	7/10/2023
4/21/2023	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary	Federal Highway Administration	8/18/2023
5/23/2023	Natural Gas Distribution Infrastructure Safety and Modernization Program	Pipeline and Hazardous Materials Safety Administration	7/24/2023
6/27/2023	Multimodal Project Discretionary Grant Opportunity (Mega, INFRA, and Rural)	Office of the Secretary	8/21/2023
7/6/2023	Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Federal Highway Administration	9/6/2023

July 2023	Transit Oriented Development Pilot Program	Federal Transit Administration	
7/5/2023	Reconnecting Communities Program and Neighborhood Access and Equity Grant Program	Office of the Secretary/Federal Highway Administration	9/28/2023
Summer 2023	Thriving Communities	Office of the Secretary	
Late Spring/Early Summer 2023	Fueling Aviation's Sustainable Transition through Sustainable Aviation Fuels (FAST-SAF) and Technology (FAST-Tech) Programs	Federal Aviation Administration	
Summer 2023	Bridge Investment Program	Federal Highway Administration	
Summer 2023	Railroad Crossing Elimination Program	Federal Railroad Administration	
August 2023	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	Office of the Secretary	
October 2023	High Priority - Enforcement Training Support	Federal Motor Carrier Safety Administration	
Fall 2023	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Federal Railroad Administration	

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-P

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

FY 2023 and 2024 Multimodal Project Discretionary Grant Opportunity (MPDG)

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Department of Transportation (DOT) has issued a joint Notice of Funding Opportunity (NOFO) for the [Fiscal Year \(FY\) 2023 and 2024 Multimodal Project Discretionary Grant Opportunity \(MPDG\)](#). There is up to \$5.575 billion in total funding. The application deadline is **August 21, 2023 at 11:59 p.m. Eastern Daylight Time (EDT)**.

The joint NOFO combines three programs into one comprehensive grant solicitation: **Nationally Significant Multimodal Freight and Highways Projects – known as the [Infrastructure for Rebuilding America \(INFRA\) – Grant Program](#)**; the **National Infrastructure Project Assistance – or [Megaprojects \(Mega\) – Grant Program](#)**; and the **[Rural Surface Transportation \(Rural\) Grant Program](#)**.

All three programs will be evaluated under common project outcome criteria. The purpose of the program is to support surface transportation projects of national or regional significance, including highway, bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, freight, and multimodal projects, and to enhance surface transportation infrastructure in rural areas.

Applicants may apply for one, two, or three programs within the larger MPDG grant opportunity. DOT encourages applicants to apply for multiple programs “to maximize their potential of receiving Federal support.” Multiple entities submitting a joint application must identify a lead applicant as a primary point of contact. Please note that applicants will be considered across all three programs unless they opt out. Lead applicants may submit up to three unique applications per grant program within the MPDG opportunity. Applicants may also request funding for a network of projects that address the same transportation problem.

Project outcome criteria are as follows: Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and the Environment; Equity, Multimodal Options, and Quality of Life; and Innovation Areas: Technology, Project Delivery, and Financing.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-Q

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Reconnecting Communities: Highways to Boulevards Grant Program Application Workshop

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

In response to the adoption of Streets & Highways Code 104.3, the California Department of Transportation (Caltrans) is launching the Reconnecting Communities: Highways to Boulevards (RC:H2B) Pilot Program. \$149 million was established in the FY 22/23 State Budget to plan for and fund the conversion of key underutilized highways in the State into multi-modal corridors to reconnect communities divided by transportation infrastructure. These legacy impacts will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.

Goals of the program include:

- Restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
- Provide matching funding for potential federal grant funds.
- Advance health and equity outcomes for underserved communities by removing health, safety, and access barriers associated with transportation infrastructure within communities.
- Improve access to opportunity by improving travel options and reducing combined household transportation and housing costs for underserved communities.
- Create opportunities for implementation of affordable housing and furthering the advancement of fair housing.
- Prevent or minimize direct and indirect displacement effects from project implementation.
- Advance community-based or community-driven transportation planning.

The first Application Workshop will be held on Wednesday, July 26, 2023, from 2:30pm to 4:00pm, to go over various application materials and key points to assist in filling out and submitting an RC:H2B application.

In addition to holding the upcoming application workshop, Caltrans Office Hours are being scheduled with those that have already submitted interest. Caltrans will host another Office Hour Session in late August/early September 2023 for any other requests received. If interested, submit an interest request to CRCP email (CRCP@dot.ca.gov) by Friday August 4th. For more information [Visit the Caltrans RC:H2B Website](#)

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-R

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Regional Climate Collaboratives (RCC) Program Notice of Funding Availability

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

[The Regional Climate Collaboratives \(RCC\) Program](#) is a new capacity building grant program for under-resourced communities in California. Administered by the Strategic Growth Council (SGC), RCC enables community-rooted and cross-sectoral partners to deepen their relationships and develop the processes, plans, and projects that will drive and sustain climate action. The goal of the program is to strengthen local coordination, leadership, knowledge, skills, and expertise with a particular focus on increasing access to funding resources for project planning and implementation within under-resourced communities. The program funds Collaboratives to conduct place-based capacity building activities, within a three-year grant term, that support under-resourced communities in accessing funding and resources to plan and implement climate mitigation, adaptation, and resiliency projects. These place-based activities will both align with and inform regional priorities and efforts. RCC does not fund built infrastructure. Capacity building activities include, but are not limited to, the following:

- Conduct outreach and build awareness of competitive grant programs.
- Convene stakeholders to discuss community needs regarding potential climate change mitigation and adaptation projects.
- Develop community and project plans, demonstrating local needs and identifying multiple-benefit projects for implementation.
- Support the development of partnerships between stakeholders and potential public and private funding sources.
- Provide policy, program, and technical advice to stakeholders and align multi-benefit projects with potential funding resources.

- Serve as an intermediary between community stakeholders and technical assistance programs within relevant agencies and coordinate scientific and technical support from outside experts.
- Coordinate and implement assistance and training to stakeholders in grant application development, project management, implementation, and monitoring.
- Assist in the development of local job training and anti-displacement programs and policies.

Pre-Proposals are due Wednesday, September 6, 2023, at 5 p.m. PST. Full Proposals are due Wednesday, December 6, 2023, at 5 p.m. PST.

For more information visit: [Regional Climate Collaborative Resources](#)

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-S

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Pacific Gas and Electric Transportation Electrification Advisory Group

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Pacific Gas and Electric (PG&E) will organize a Transportation Electrification Advisory Group. The goal of this effort is to work closely with local government and community stakeholders to gather insights and feedback to help PG&E shape programs and offerings to help accelerate electric vehicle adoption in California. The anticipated activity for participants in this committee includes:

- Attend two annual meetings in 2023.
- Learn how PG&E is preparing for electric vehicle adoption across its service territory.
- Provide feedback and insight on new program development.
- Help push the needle forward for local communities.

MCTC staff will participate in the PG&E Transportation Electrification Advisory Group meeting on July 25, 2023.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 5-T

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 Valley Voice – Washington D.C. Draft Legislative Platform

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C. will be held September 11-13, 2023. Attached is the proposed DRAFT Legislative Platform.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

**SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
VALLEY VOICE 2023**

FEDERAL PLATFORM

Discretionary Spending

The Valley Voice delegation understands that the Administration and lawmakers reached an agreement to lift the debt ceiling and take steps to reduce the national debt with the enactment of the *Fiscal Responsibility Act of 2023* (P.L. 118-5) earlier this year. We are concerned that the law effectively freezes topline Fiscal Year (FY) 2024 nondefense discretionary spending at FY 2023 levels, and some lawmakers are pursuing further reductions beyond those levels. As appropriators continue work on FY 2024 spending bills, we urge Congress to avoid cuts to key discretionary transportation programs authorized by the *Infrastructure Investment and Jobs Act* (P.L. 117-58) and the *Inflation Reduction Act* (P.L. 117-169). Maintaining those investments in the FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill will help the Regional Planning Agencies in their work to enhance mobility, safety, goods movement, and air quality in the Central Valley. Programmatic reductions would counter our ability to fully realize the potential of the federal investments in our regional infrastructure that were to be provided by the historic laws.

Highway Infrastructure

We urge lawmakers to reach agreement on all twelve annual spending bills to ensure local projects sponsored by the Policy Council and its member agencies are ultimately funded. While we acknowledge the fiscal restraints imposed by the *Fiscal Responsibility Act of 2023*, we ask lawmakers to maintain proposed investments in the FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill that will support the following highway infrastructure projects:

- 1) The State Route 99/120 Connector Project Phase 1B sponsored by the San Joaquin Council of Governments (SJCOCG). This project will improve the connector from northbound State Route (SR) 99 to northbound SR 120 by widening the connector to two lanes and adding merge/weave lanes on westbound SR 120 between SR 99 and the Main Street Interchange. Congressman Josh Harder (CA-9) submitted a \$5 million Community Project Funding (CPF) request for the project from SJCOCG for potential inclusion in the House FY 2024 T-HUD spending bill.
- 2) The SR-132 Dakota Avenue to Gates Road Project sponsored by the Stanislaus Council of Governments. This project will support the final design of a seven-mile east-west freeway between Interstate 5 and SR 99 in Stanislaus County that will relieve congestion, improve interregional and regional circulation, and enhance operations and safety. Senator Alex Padilla (D-CA) submitted a \$5 million Congressionally Directed Spending (CDS) request for the project from StanCOG for potential inclusion in the Senate FY 2024 T-HUD spending bill.

State Route 99 Corridor Priority Projects

The Valley Voice delegation requests robust assistance from our federal partners to strengthen the State Route (SR) 99 corridor in the Central Valley. We ask for support for key segments and connections to SR 99 that have been identified as priorities for the Policy Council in the year ahead.

Insert SR-99 map of priority projects here.

Air Quality

The U.S. Environmental Protection Agency (EPA) disapproval of 2018 PM_{2.5} contingency measures remains an ongoing concern. Working toward a resolution that avoids sanctions is a top priority for the San Joaquin Valley Air Pollution Control District and the eight Regional Planning Agencies. Proposed contingency measures submitted by SJVAPCD conform with draft guidance issued by EPA on March 17, 2023, and those would result in significant reductions to fully satisfy fair-share reductions from sources

under the jurisdiction of the District. While we await the EPA review of those measures as well as the release of a federal implementation plan (FIP) anticipated in the summer months of 2023 that could impact next steps, we understand that the implementation of federal funding sanctions could occur as early as December 2023 if a resolution is not attained working with the federal agency.

We urge EPA to work with our partners at SJVAPCD toward a resolution on the 2018 PM2.5 contingency measures and approval of the plan to avoid sanctions. Sanctions will adversely impact the ability of the RPAs to ensure the timely and effective delivery of transportation and infrastructure projects that receive federal resources authorized by the *Infrastructure Investment and Jobs Act* (P.L. 117-58). This would counter the goals of the Biden Administration to advance transportation projects and initiatives that will improve air quality in alignment with the objectives of the Clean Air Act, while enhancing other mobility, safety, resiliency, and equity outcomes for our constituents in the San Joaquin Valley. We ask for the cooperation of EPA and federal partners in coordinating together on these air quality planning efforts to approve the 2018 PM2.5 contingency measures and avoid potential impacts to project delivery.

Passenger Rail Infrastructure

The Valley Voice delegation supports new federal investments that will enhance passenger rail service in the Central Valley. We encourage lawmakers and the Administration to support the following projects of local and regional significance:

- 1) The North Lathrop Transfer Station and Lathrop Wye Project sponsored by the San Joaquin Regional Rail Commission (SJRRRC). This project will enable transfers between three northbound Altamont Corridor Express (ACE) trains (Merced to Natomas) and three southbound trains (Stockton/Natomas to San Jose) and enhance connectivity to the Tri-Valley, Silicon Valley, and Bay Area Rapid Transit (BART) system. SJRRRC applied for federal funding for the project through the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program.
- 2) The San Joaquin Valley Rail Corridor Vision Program sponsored by SJRRRC. This project will lay the groundwork for the expansion of San Joaquin Intercity Passenger Rail service frequencies and service territory to provide connections to initial service on the California High Speed Rail (HSR) operating segment. SJRRRC applied for federal funding for the project through the FY 2022 Corridor Identification and Development (Corridor ID) Program.
- 3) The North Central Valley Rail Capacity Enhancement Project sponsored by SJRRRC. This project proposes an ambitious suite of corridor-based capacity improvements that will enable the expansion of state-supported intercity passenger rail service and enhanced freight rail velocity and efficiency that is critical to the corridor's agricultural sector. SJRRRC applied for federal funding for the project through the FY 2022 and 2023 Federal-State Partnership for Intercity Passenger Rail (FSP) Program.
- 4) The Rail Academy of Central California (TRACC) sponsored by SJRRRC. This project is a strategic partnership between educational and business entities to train and place students into quality transportation-related jobs in the railroad and transit sectors. SJRRRC applied for federal funding for the project through the FY 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.
- 5) A project sponsored by SJRRRC expand the Altamont Corridor Express from Natomas to Ceres to run over new tracks by installing Positive Train Control (PTC) systems on Modesto & Empire Terminal (M&ET) rolling stock. Senator Dianne Feinstein (D-CA) and Senator Alex Padilla (D-CA) submitted a \$2.812 million Congressionally Directed Spending (CDS) request for the project for potential inclusion in the Senate FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill.

We anticipate that an announcement on the RAISE program will be made by the end of June. Announcements on other programs may also be made prior to the Valley Voice trip in September. Therefore, we will need to revise this section accordingly as developments unfold.

Buy America

The San Joaquin Valley recommends that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are consistent in the implementation of agency waivers to the *Build America, Buy America Act*. We encourage FHWA and FTA to expedite the review and approval of Buy America waiver requests from the Central Valley and that those determinations be published for notice and comment in the *Federal Register* as soon as possible.

Water Infrastructure

Local governments within the Central Valley are considering various federal funding streams for projects to enhance the safety, reliable, and consistency of our regional water supply. These include a \$1.6 million Community Project Funding (CPF) request for the Stockton Diamond Sewer Upsizing Project sponsored by the San Joaquin Regional Rail Commission (SJRRRC) and submitted by Congressman Josh Harder (CA-9) to the House Appropriations Committee for potential inclusion in the Fiscal Year (FY) 2024 Interior, Environment, and Related Agencies spending bill. We urge lawmakers to reach agreement on FY 2024 appropriations legislation to ensure water infrastructure projects like these are ultimately funded.

The Valley Voice delegation is also concerned about the U.S. Department of the Interior (DOI) review of the 2019 Biological Opinions (BiOps) for water deliveries from the Central Valley Project (CVP) and State Water Project (SWP). It has caused significant uncertainty about the future water supply for local governments and our residents, businesses, and farmers.

DRAFT



STAFF REPORT
Board Meeting of June 19, 2023

AGENDA ITEM: 6-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 State Budget and Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum that includes the following and will be discussed as a part of this agenda item:

1. State Legislative Budget Update:
 - Transit Funding
 - Indirect Cost Rate Proposal
 - Infrastructure Package
 - SB 146 (Gonzalez)
 - SB 147 (Ashby)
2. New Assembly Speaker: Assemblyman Robert Rivas (D-Salinas)
3. New California Transportation Commission (CTC) Executive Director: Director Tanisha Taylor
 - Letter of Recommendation (attached) – Tanisha Taylor, CTC Interim Director
 - Letter of Congratulations (attached) to Tanisha Taylor of her appointment as CTC Director
4. Bills of Interest
 - AB 7 (Friedman)
 - AB 557 (Hart)
 - SB 537 (Becker)

Also included in your agenda package are the following letters that have been executed after the release of the May Revise Budget:

- *SB 125*: Thank you letter to Senator Alvarado-Gil for securing a permanent cap of 10 percent for oversight fees charged by Caltrans to self-help counties for work conducted on the state highway system.

- *AB 985 (Arambula)* – San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system - Oppose

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



July 19, 2023

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

RE: STATE LEGISLATIVE UPDATE – JUNE

On June 27, Governor Newsom signed SB 101 (Skinner), Chapter 12, Statutes of 2023, which serves as the main vehicle for the FY 2023-24 State Budget. The legislation includes \$223.6 billion in General Fund spending (\$306 billion with special funds) and addresses a deficit of \$31.5 billion by utilizing the \$37.2 billion Rainy Fund.

Transit Funding

The legislature approved trailer bill language through SB 125 (Skinner) to provide public transportation with \$5.1 billion in flexible funding for either capital or operations purposes. Of that amount, \$4 billion will be distributed over FY 23-24 and FY 25-26 (\$2 billion each fiscal year) through the Transit Capital and Intercity Rail Program (TIRCP) to Metropolitan Planning Organizations such as MCTC using the State Transit Assistance formula to supplement transit capital and operations needs. The remaining \$1.1 billion will continue previously appropriated funding for zero-emission vehicle infrastructure through the newly created Zero-Emission Transit Capital Program. This funding source can also be used to fund operations. SB 125 is currently enrolled to the Governor and pending signature. California State Transportation Agency is developing draft guidelines for the administration of funding for the entirety of the \$5.1 billion. There is an expectation that funds can be used to fund existing or new projects and those in development.

Indirect Cost Rate Proposal

Caltrans charges an indirect cost rate to self-help counties for work on the state highway system. That cost is capped at 10 percent through January 1, 2023. MCTC worked with Senator Marie Alvarado-Gil and the Self-help Counties Coalition to include language in SB 125 (Skinner) to permanently reinstate the cap to avoid escalating costs associated with project delivery on priority projects on the state highway system. The bill is on the Governor's desk pending a signature.

Infrastructure Package

On July 5, the legislature approved a package of bills designed to expedite project delivery by accelerating environmental clearance to assist the state's response to climate change. The package has been sent to the Governor for consideration of a signature. Items of interest include the following:

SB 146 (Gonzalez) authorizes using the progressive design-build project delivery method for Caltrans for eight projects estimated to exceed \$25 million in total cost. The bill also expands and extends the existing authorization for the California Secretary of Transportation (CalSTA) to assume the responsibilities under the National Environmental Protection Act (NEPA) of 1969 for transportation projects.

SB 147 (Ashby) requires the Department of Fish and Wildlife to update the endangered species list and add or remove species based on their status.

SB 149 (Caballero and Becker) shortens the administrative and judicial review process for projects. The bill would require an action or proceeding challenging the certification of an environmental impact report for those projects or the granting of any project approvals, including any potential appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the record of proceedings with the court.

New Assembly Speaker

On June 30, Speaker-Designate Robert Rivas (D-Salinas) was sworn in as the 71st Speaker of the California State Assembly. Speaker Rivas succeeds Speaker Anthony Rendon (D-Lynwood), the third-longest serving Assembly Speaker in California history. This could impact appointments to the California Air Resources Board and California Transportation Commission.

New California Transportation Commission Executive Director

On June 29, the California Transportation Commission (CTC) announced that it had appointed Tanisha Taylor to the position of Commission Executive Director. She had previously served as the Deputy Executive Director for the CTC. She will oversee the implementation of all policies and actions adopted by the Commission, including the programming and allocation of several billion dollars annually for the construction of highway, passenger rail, transit, and active transportation improvements throughout California.

Ms. Taylor has served as Interim Executive Director since March 2023 and as Chief Deputy Director since May 2020. Before joining the Commission, Ms. Taylor held positions at the California Association of Councils of Governments and the San Joaquin Council of Governments.

Bills of Interest

Policy committees must complete their business by July 14 (start of Summer Recess, back on August 14), fiscal committees by September 1, and all business by the floor of each house by September 14, to be considered for signature by the Governor by October 14. Below is a summary of bills of interest to MCTC.

AB 7 (Friedman) codifies Executive Orders on the Governor's Climate Action Plan for Transportation Infrastructure and Infrastructure Investment and Jobs Act. **Status:** Senate Transportation

AB 557 (Hart)

This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. **Status:** Senate Floor

SB 537 (Becker)

This bill has been amended to allow multijurisdictional bodies to meet virtually. Multijurisdictional means a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. **Status:** Assembly Local Government



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721
Website: www.maderactc.org

July 6, 2023

The Honorable Marie Alvarado-Gil
Senator, 4th District
1021 O Street, Room 7240
Sacramento, CA 95814

RE: SB 125- Capping Caltrans Oversight Costs for Self-Help Counties

Dear Senator Alvarado-Gil:

On behalf of the Madera County Transportation Commission (MCTC), I am writing to express my sincere appreciation for your securing a permanent cap of 10 percent for oversight fees charged by Caltrans to self-help counties for work conducted on the state highway system.

Madera County taxpayers have entrusted us to manage the 2006 Measure T Investment Plan, and being a small self-help county, every dollar counts. Your budget submittal and advocacy for capping oversight costs will result in a savings of nearly \$800,000 alone on State Route 233 Multi-Modal Interchange Improvement Project in the City of Chowchilla. This allows us to stretch tax dollars to deliver other projects to help improve safety and mobility and accommodate tourism and goods movement on the state highway system for our region.

We look forward to continuing to partner with you to address our infrastructure and mobility needs.

Sincerely,

[Waseem Ahmed \(Jul 7, 2023 10:02 PDT\)](#)

Waseem Ahmed, Chair
Madera County Transportation Commission

[Robert Poythress \(Jul 7, 2023 12:43 PDT\)](#)

Robert Poythress, Chair
San Joaquin Valley Regional Policy Council



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721
Website: www.maderactc.org

June 7, 2023

Commissioner Lee Ann Eager, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Letter of Support for Ms. Tanisha Taylor

Dear Chair Eager:

We understand that the California Transportation Commission (CTC) is searching for the next Executive Director of the Commission. The Madera County Transportation Commission (MCTC) wanted to express that we have had a great experience working with CTC Chief Deputy Director Tanisha Taylor. Ms. Taylor has always prioritized strong partnerships and is committed to a solutions-based approach to resolving challenges. We are pleased to say that many members of the MCTC Policy Board know of her integrity, intelligence, and conflict resolution skills prior to her working at the Commission. While we expect you will receive great interest in this high-level position and evaluate other strong candidates, Ms. Taylor would be one who is worthy of consideration.

We greatly appreciate our partnership with Commissioners and CTC staff.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

June 30, 2023

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Tanisha,

On behalf of the Madera County Transportation Commission, we are writing to express our sincere congratulations to you for being named the new Executive Director of the California Transportation Commission. The Executive Director of the California Transportation Commission is a fitting opportunity for someone of your experience, integrity, and abilities.

We look forward to continuing to work with the California Transportation Commission on projects of regional significance in the Madera County Region that meet our collective transportation and climate goals. The Madera County Transportation will continue to be collaborative partners with the California Transportation Commission. Once again, we congratulate you on your well-deserved appointment and wish you the best as you assume your new role.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



June 27, 2023

The Honorable Benjamin Allen
Chair, Senate Environmental Quality Committee
1021 O Street, Suite 3230
Sacramento, California 95814

RE: AB 985 (Arambula) – San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system – Oppose

Dear Chair Allen:

On behalf of the San Joaquin Valley Regional Policy Council (Policy Council), I am writing to express our **strong opposition to AB 985 (Arambula)**, which would make significant costly, and unsustainable changes to the San Joaquin Valley Air Pollution Control District's (District) offsets program and require an extremely resource-intensive review of emission reduction credits (ERCs) held by facilities in the District.

AB 985 would require the California Air Resources Board (CARB) to conduct an extensive analysis of the Valley's ERC banks for particulate matter below 10 microns (PM10), carbon monoxide (CO), and oxides of sulfur (SOx). This requirement does not recognize that ERCs are publicly noticed and that CARB and US EPA review and approve every ERC before issuance. Repeating work that has already taken place will not improve air quality but only substantially increase costs.

AB 985 also requires CARB to analyze all permits in the District that use ERCs for oxides of nitrogen (NOx) or volatile organic compounds (VOCs). This review must identify emission reduction opportunities at each source, including the availability of the Best Available Retrofit Control Technology (BARCT). Consistent with existing state and federal regulations, the District must constantly re-evaluate emission reduction opportunities to satisfy BARCT, Best Available Control Measures (BACM), and Most Stringent Measures (MSM). As a result of these efforts, CARB and US EPA have repeatedly found that the District's rules and regulations meet these stringent requirements.

CARB estimates the cost to implement this bill is approximately \$6 million annually and ongoing. The District's cost would also be \$6 million to implement. Additionally, while the District has fee authority for the issuance of permits, this activity does not appear to be covered by the bill, which results in an unfunded state mandate. The significant resources in time, staffing, and costs required to meet these new provisions will not provide improved air quality. It could instead be better invested in other activities like providing incentives for much-needed reductions in mobile source emissions, which make up most emissions in the San Joaquin Valley and other parts of California.

☎ (559) 266-6222

🏢 (559) 314-6015

📍 555 E. Weber Avenue
Stockton, CA 95202

🌐 <http://sjvcogs.org/>

Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
City of Woodlake

San Joaquin
Council of
Governments

Tulare County
Association of
Governments

Fresno
Council of
Governments

Kern
Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

Stanislaus
Council of
Governments

San Joaquin Valley
Air Pollution
Control District

San Joaquin
Joint Powers
Authority

In addition to being costly to implement, this bill will not assist in meeting air quality and public health protection goals. For these reasons, we will oppose AB 985 when it is heard in the Senate Committee on Environmental Quality.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Poythress".

Robert Poythress

Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Madera County Supervisor

cc: The Honorable Joaquin Arambula, Assembly Member, 31st District
Members of the Senate Environmental Quality Committee



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 6-B

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Public Participation Plan Update and Madera County Transportation Commission Logo Redesign

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Public Participation Plan Update

The Madera County Transportation Commission (MCTC) is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. MCTC remains committed to a process to give the public ample opportunities for early and continuing participation in important projects, plans and decisions, and to provide full public access to key decisions. This Public Participation Plan defines an approach for public engagement and participation, along with the processes for communicating with the public about MCTC's programs, plans, projects, and policy decisions.

MCTC has prepared an update of the Public Participation Plan (PPP). The goal of MCTC's PPP is to ensure continuous public notification and participation in major actions and decisions by the MCTC Policy Board. The update to the plan includes a variety of new outreach strategies to utilize in engagement for planning activities, additional stakeholders and groups to target for more meaningful participation, and a new section focusing on ensuring the outreach process considers social equity and inclusion.

The update builds upon what MCTC learned in 2021 and 2022 through numerous outreach activities involving the development of the 2022 Regional Transportation Plan, the Measure T renewal development, Unmet Transit Needs, Regional Early Access Program planning, and other engagements.

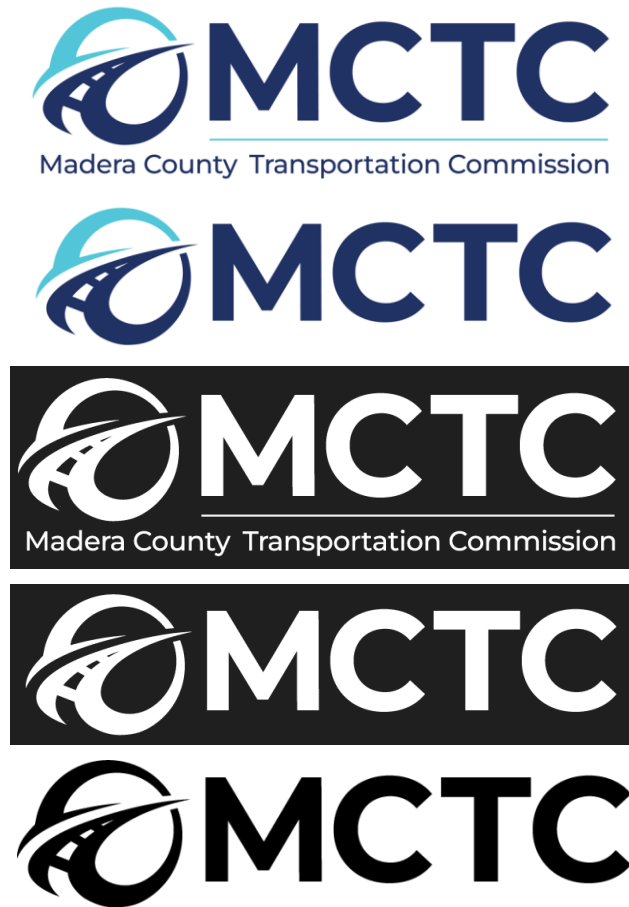
A 45-day public review period began Friday, July 14, 2023 and will conclude on Monday, August 28, 2023. A public hearing will be held on September 20, 2023 at the MCTC board meeting for this update. Staff will consider comments received during the public review process before requesting the MCTC Policy Board approve the updated plan as Final at the September 20, 2023 MCTC Policy Board meeting.

The Draft PPP can be viewed on the MCTC webpage at:

<https://www.maderactc.org/administration/page/public-participation-plan>

MCTC Logo Update

MCTC staff have sought out designs for an update to the agency logo and related branding materials. Over 400 designs were submitted through a design competition for consideration. MCTC staff has identified a new logo designer to work with through the competition and produced a new logo to utilize going forward. Staff will be working to switch agency materials to include the new logo and branding over the course of the 2023 summer.



FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – May 17, 2023

Enclosure: Yes

Action: Approve May 17, 2023, meeting minutes

SUMMARY:

Attached are the Executive Minutes for the May 17, 2023, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



EXECUTIVE MINUTES

Date: May 17, 2023
Time: 3:00 pm
Place: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Cecelia Gallegos
Commissioner Santos Garcia (Alternate)
Commissioner Leticia Gonzalez
Commissioner David Rogers
Commissioner Robert Poythress

Members Absent: Commissioner Waseem Ahmed
Commissioner Jose Rodriguez

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

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

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

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

- 4-A. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 6 – (Type 1 – Administrative Modification)
Action: Ratify
- 4-B. Fiscal Year (FY) 2022 and 2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program
Action: Information and Discussion Only
- 4-C. Safe Streets and Roads for All (SS4A) Grant Program Call for Projects
Action: Information and Discussion Only
- 4-D. FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program, 2023 Call for Projects
Action: Information and Discussion Only
- 4-E. Clean California Local Grant Program (CCLGP) Cycle 2 application deadline extension
Action: Information and Discussion Only

- 4-F. Letter of Support for the TradePort California project
Action: Information and Discussion Only
- 4-G. Letters of Support for State Route 99 Projects in Tulare County
Action: Information and Discussion Only
- 4-H. Annual Disadvantaged Business Enterprise (DBE) Program Submittal for Fiscal Year 2023-2024
Action: Information and Discussion Only
- 4-I. System Performance Management (PM) 3 Targets 2022
Action: Approve the support of the California Department of Transportation 2022 Statewide System Performance Management (PM3) Targets
- 4-J. Yosemite Area Regional Transportation System (YARTS) Summer 2023 Service
Action: Information and Discussion Only
- 4-K. Vacancy on the Social Services Transportation Advisory Council (SSTAC)
Action: Information and Discussion Only
- 4-L. The San Joaquin Valley Regional Planning Agencies Policy Council and San Joaquin Valley Regional Planning Agencies' Directors' Committee comment letters on the Draft 2023 State Rail Plan
Action: Information and Discussion Only

Transportation Consent Calendar Action on Items 4-A-L

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the Transportation Consent Items 4-A-L. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- 5-A. Social Service Transportation Advisory Council's (SSTAC) FY 2023-24 Unmet Transit Needs Recommendations – Resolution No. 23-05
Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service

Transportation Advisory Council's (SSTAC) 2023-24 Unmet Transit Needs finding by Resolution No. 23-05

Transportation Action/Discussion Item 5-A

Upon motion by Commissioner Gallegos, seconded by Commissioner Poythress, to approve the Transportation Action/Discussion Item 5-A. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

5-B. 2023 State Legislative Update and May Revision to the Governor's Budget

Action: Authorize MCTC Policy Board Chair to execute a letter to oppose AB 1525 (Bonta)

Transportation Action/Discussion Item 5-B

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Transportation Action/Discussion Item 5-B. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 5-0

5-C. San Joaquin Valley Regional Policy Conference Recap

Action: Information and Discussion Only

5-D. Draft Madera County Zero-Emission Vehicle (ZEV) Readiness and Implementation Plan

Action: Information and Discussion Only

Commissioner Gallegos left the meeting at 4:00 pm.

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to reaffirm all actions taken while sitting as the Transportation Policy Committee. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes
Vote passed 4-0	

7. ADMINISTRATIVE CONSENT ITEMS

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

- 7-A. Executive Minutes – April 19, 2023
Action: Approve April 19, 2023, meeting minutes

- 7-B. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 23-06 and STA Resolution 23-07, and State of Good Repair (SGR)
Action: Approve TDA Fund Estimates and Apportionment, Resolutions 23-06 and 23-07, and State of Good Repair

- 7-C. Extension of On-call Legal Services Agreement
Action: Approve extension of On-call Legal Services Agreement for 3 years

- 7-D. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2022: City of Madera
Action: Accept TDA Compliance Audit Report: City of Madera

Administrative Consent Action on Items 7-A-D

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the Administrative Consent Items 7-A-D. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 4-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

9-A. Measure “T” FY 2023-24 Allocation

Action: Approve FY 2023-24 Allocation

9-B. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2022: City of Madera

Action: Accept Measure T Compliance Audit Report for FY ending June 30, 2022: City of Madera

Administrative Consent Calendar Action on Items 9-A-B

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Administrative Consent Items 9-A-B. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 4-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Citizens’ Oversight Committee Member Reappointment

Action: Reappoint Mr. Terry Flanagan to serve a second term on the Measure T Citizens’ Oversight Committee

Administrative Action/Discussion on Item 10-A

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve Action/Discussion Item 10-A. No public comment was received. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Absent
Commissioner Garcia (Alternate)	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes

Vote passed 4-0

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- Director Taylor recognized outgoing employee Nicholas Dybas and thanked him for his employment and service with MCTC.

11-B. Items from Caltrans



- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on state and federal grant programs and updates on regional projects.

11-C. Items from Commissioners

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

12. CLOSED SESSION

12-A. Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1) Position: Executive Director

12-B. Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6) Commission Negotiators: Chair Waseem Ahmed, Vice Chair Leticia Gonzalez, and Council Member Jose Rodriguez Employee: Executive Director

13. ADJOURNMENT

Meeting adjourned at 4:25 pm.

Next meeting scheduled for Wednesday, June 21, 2023

Respectfully Submitted,

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 8-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2022: City of Chowchilla

Enclosure: Yes

Action: Accept TDA Compliance Audit Report: City of Chowchilla

SUMMARY:

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2022, for the City of Chowchilla. This report was completed in accordance with Section 99245 of the Public Utilities Code by Price Paige & Company.

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

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS

FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT
AND COMPLIANCE REPORT

FOR THE YEARS ENDED
JUNE 30, 2022 AND 2021**

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
JUNE 30, 2022 AND 2021**

Item 8-8-B.

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the years ended June 30, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Transportation Development Funds of the City of Chowchilla, California, as of June 30, 2022 and 2021, and the respective changes in financial position, for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

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

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

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

tel 559.299.9540
 fax 559.299.2344

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 16-18 be presented to supplement the financial statements. Such information is the responsibility of management and, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 1, 2023, on our consideration of the TDA Funds of the City of Chowchilla's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the TDA Funds of the City of Chowchilla's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
June 1, 2023

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FINANCIAL STATEMENTS

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BALANCE SHEET
JUNE 30, 2022**

Item 8-8-B.

	Street & Road Fund	Transit Fund	Total
ASSETS			
Cash and investments	\$ 1,766,230	\$ -	\$ 1,766,230
Receivables:			
Due from LTF	199,006	465,156	664,162
Due from other governmental agencies	7,245	-	7,245
Prepaid expenses	<u>-</u>	<u>11,681</u>	<u>11,681</u>
Total assets	<u>\$ 1,972,481</u>	<u>\$ 476,837</u>	<u>\$ 2,449,318</u>
LIABILITIES			
Accounts payable	\$ 524,437	3,043	\$ 527,480
Due to other funds	<u>-</u>	<u>467,079</u>	<u>467,079</u>
Total liabilities	<u>524,437</u>	<u>470,122</u>	<u>994,559</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenues	<u>159,265</u>	<u>287,991</u>	<u>447,256</u>
Total deferred inflows of resources	<u>159,265</u>	<u>287,991</u>	<u>447,256</u>
FUND BALANCES			
Restricted for:			
Highways and streets	1,288,779	-	1,288,779
Unassigned	<u>-</u>	<u>(281,276)</u>	<u>(281,276)</u>
Total fund balances (deficit)	<u>1,288,779</u>	<u>(281,276)</u>	<u>1,007,503</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 1,972,481</u>	<u>\$ 476,837</u>	<u>\$ 2,449,318</u>

The notes to the financial statements are an integral part of this statement.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BALANCE SHEET
JUNE 30, 2021**

Item 8-8-B.

	Street & Road Fund	Transit Fund	Total
ASSETS			
Cash and investments	\$ 1,186,211	\$ -	\$ 1,186,211
Receivables:			
Due from LTF	299,735	427,435	727,170
Due from other governmental agencies	<u>45,771</u>	<u>-</u>	<u>45,771</u>
Total assets	<u>\$ 1,531,717</u>	<u>\$ 427,435</u>	<u>\$ 1,959,152</u>
LIABILITIES			
Accounts payable	\$ 63,797	\$ 2,181	\$ 65,978
Due to other funds	<u>-</u>	<u>421,678</u>	<u>421,678</u>
Total liabilities	<u>63,797</u>	<u>423,859</u>	<u>487,656</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenues	<u>299,735</u>	<u>109,746</u>	<u>409,481</u>
Total deferred inflows of resources	<u>299,735</u>	<u>109,746</u>	<u>409,481</u>
FUND BALANCES			
Restricted for:			
Highways and streets	1,168,185	-	1,168,185
Transit	<u>-</u>	<u>(106,170)</u>	<u>(106,170)</u>
Total fund balances (deficit)	<u>1,168,185</u>	<u>(106,170)</u>	<u>1,062,015</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 1,531,717</u>	<u>\$ 427,435</u>	<u>\$ 1,959,152</u>

The notes to the financial statements are an integral part of this statement.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
FOR THE YEAR ENDED JUNE 30, 2022**

Item 8-8-B.

	Street & Road Fund	Transit Fund	Total
REVENUES			
LTF - non-transit allocations	\$ 140,470	\$ -	\$ 140,470
STA - transit allocation claims	-	245,902	245,902
Other transit revenues	-	483	483
Other non-transit revenues	100,443	-	100,443
Other intergovernmental revenues	-	74,481	74,481
Transit bus ticket sales	-	21,645	21,645
	<u>240,913</u>	<u>342,511</u>	<u>583,424</u>
Total revenues	<u>240,913</u>	<u>342,511</u>	<u>583,424</u>
EXPENDITURES			
Current:			
Transit capital improvement	-	58,531	58,531
Street maintenance	854,344	-	854,344
Transit bus costs	-	464,336	464,336
	<u>854,344</u>	<u>522,867</u>	<u>1,377,211</u>
Total expenditures	<u>854,344</u>	<u>522,867</u>	<u>1,377,211</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(613,431)</u>	<u>(180,356)</u>	<u>(793,787)</u>
OTHER FINANCING SOURCES (USES)			
Transfers in	734,025	5,250	739,275
Transfers out	-	-	-
	<u>734,025</u>	<u>5,250</u>	<u>739,275</u>
Total other financing sources (uses)	<u>734,025</u>	<u>5,250</u>	<u>739,275</u>
Net change in fund balances	120,594	(175,106)	(54,512)
Fund balances (deficit) - beginning	<u>1,168,185</u>	<u>(106,170)</u>	<u>1,062,015</u>
Fund balances (deficit) - ending	<u>\$ 1,288,779</u>	<u>\$ (281,276)</u>	<u>\$ 1,007,503</u>

The notes to the financial statements are an integral part of this statement.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
FOR THE YEAR ENDED JUNE 30, 2021**

Item 8-8-B.

	Street & Road Fund	Transit Fund	Total
REVENUES			
LTF - non-transit allocations	\$ 75,111	\$ -	\$ 75,111
STA - transit allocation claims	-	3,573	3,573
Other transit revenues	-	166,654	166,654
Other non-transit revenues	71,539	-	71,539
Other intergovernmental revenues	-	72,947	72,947
Transit bus ticket sales	-	14,193	14,193
	<u>146,650</u>	<u>257,367</u>	<u>404,017</u>
EXPENDITURES			
Current:			
Traffic signal maintenance	15,089	-	15,089
Street maintenance	408,229	-	408,229
Transit bus costs	-	340,158	340,158
	<u>423,318</u>	<u>340,158</u>	<u>763,476</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(276,668)</u>	<u>(82,791)</u>	<u>(359,459)</u>
OTHER FINANCING SOURCES (USES)			
Transfers in	469,523	-	469,523
Transfers out	(148,595)	(23,383)	(171,978)
	<u>320,928</u>	<u>(23,383)</u>	<u>297,545</u>
Net change in fund balances	44,260	(106,174)	(61,914)
Fund balances (deficit) - beginning	<u>1,123,925</u>	<u>4</u>	<u>1,123,929</u>
Fund balances (deficit) - ending	<u>\$ 1,168,185</u>	<u>\$ (106,170)</u>	<u>\$ 1,062,015</u>

The notes to the financial statements are an integral part of this statement.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022 AND 2021**

Item 8-8-B.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION

Description of Reporting Entity

The accompanying financial statements present only the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

Basis of Accounting and Measurement Focus

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the TDA Fund's accounting policies are described below.

The TDA Funds are accounted for in governmental funds. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds, are Local Transportation Fund (LTF) allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Fund Accounting

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for as a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

The TDA Funds are governmental funds specifically categorized as special revenue funds and are used to account for the proceeds of specific revenue sources that are legally restricted to street and road, and community development expenditures.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

Use of Estimates

The preparation of the financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022 AND 2021**

Item 8-8-B.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Public Transportation Fund

The City records the transit allocations of both the City of Chowchilla and the County of Madera for Chowchilla Area Transit Express (CATX) service in the Transit Fund. The CATX is a general public, curb-to-curb, demand-response system operated by the City of Chowchilla.

The City and County's agreement to fund costs of the CATX service provides for the County to reimburse the City at a fixed rate per annum.

The City collects fare proceeds and has allocated them to the County based upon the terms of the Inter-Agency Agreement.

The City submits requests for reimbursement of costs, net of transit revenues, to the Madera County Transportation Commission (Madera CTC) on behalf of both the City and County.

Due from Other Governmental Agencies

Claims made for reimbursement of costs incurred during the fiscal years have been accrued as due from the Madera CTC or due from other governmental agencies in the same fiscal year.

Unavailable Revenue

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. Typical transactions for which unavailable revenue is recorded are grants when funding requirements have been met, but the related funding is not yet available. The TDA Funds have unavailable revenue balances which totaled \$159,265 and \$287,991 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2022 and \$299,735 and \$109,746 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2021.

Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022 AND 2021**

Item 8-8-B.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification (Continued)

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed, but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted, or committed, must be designated as assigned fund balance.

Unassigned

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

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

NOTE 2 – CASH AND INVESTMENTS

TDA Funds participate in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the fund as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the years ended June 30, 2022 and 2021, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City's financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022 AND 2021**

Item 8-8-B.

NOTE 3 – TRANSFERS

Transfers are summarized as follows for the years ended June 30:

<u>2022</u>	<u>Transfers In</u>	<u>Transfers Out</u>
Street and Road Fund	\$ 734,025 ⁽¹⁾	\$ -
Transit Fund	5,250 ⁽²⁾	-
Total	<u>\$ 739,275</u>	<u>\$ -</u>
<u>2021</u>		
Street and Road Fund	\$ 469,523 ⁽³⁾	\$ 148,595 ⁽⁴⁾
Transit Fund	-	23,383 ⁽³⁾
Total	<u>\$ 469,523</u>	<u>\$ 171,978</u>

- (1) Transfers in of \$734,025 were made from various City funds to cover operational and construction costs incurred by the Streets and Road fund, such as street maintenance, Avenue 16 Paving project, and general street striping.
- (2) City ARPA funds were transferred to cover essential worker pay to the various funds.
- (3) Measure T Special Revenue Fund transferred \$239,781 to the Street and Road (LTF) Special Revenue Fund for operations and maintenance. Transit transferred \$23,383 to the Street and Road Fund due to additional COVID funds and increases to original TDA allocations. Maintenance Assessment District Special Revenue Funds transferred \$206,359 to the Street and Road Fund for the streetlight related costs incurred by the LTF fund.
- (4) \$148,595 was transferred from the Streets and Roads Fund to the City's debt service funds to cover eligible debt service payments.

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022 AND 2021**

Item 8-8-B.

NOTE 4 – FARE REVENUE RATIO

The City is required to maintain a minimum fare revenue to operating expenses ratio of 10% in accordance with the Transportation Development Act. The calculation of the fare revenue ratio is as follows for the years ended June 30:

	<u>2022</u>	<u>2021</u>
Revenues		
Fare revenues	\$ 21,645	\$ 14,193
Local support	<u>483</u>	<u>9,007</u>
Total fare revenues	<u>\$ 22,128</u>	<u>\$ 23,200</u>
Operating expenses	<u>\$ 522,867</u>	<u>\$ 363,541</u>
Fare revenue ratio	<u>4.23%</u>	<u>6.38%</u>

Although the City is required to maintain a fare revenue ratio of 10%, Assembly Bill 90 and Assembly Bill 149 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2022 and 2021.

NOTE 5 – DEFICIT FUND EQUITY

Transit System Fund

A deficit in fund balance at June 30, 2022, in the amount of \$281,276, is due to current year expenditures in excess of revenues. This deficit is expected to be alleviated through future revenues or transfers from other funds.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL
STREET & ROAD FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
LTF non-transit allocations	\$ 375,713	\$ 375,713	\$ 140,470	\$ (235,243)
Other non-transit revenues	<u>78,582</u>	<u>83,582</u>	<u>100,443</u>	<u>16,861</u>
Total revenues	<u>454,295</u>	<u>459,295</u>	<u>240,913</u>	<u>(218,382)</u>
EXPENDITURES				
Street maintenance	2,105,446	2,105,446	854,344	1,251,102
Transit bus costs	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total expenditures	<u>2,105,446</u>	<u>2,105,446</u>	<u>854,344</u>	<u>1,251,102</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(1,651,151)</u>	<u>(1,646,151)</u>	<u>(613,431)</u>	<u>1,032,720</u>
OTHER FINANCING SOURCES (USES)				
Transfers in	840,654	845,705	734,025	(111,680)
Transfers out	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total other financing sources (uses)	<u>840,654</u>	<u>845,705</u>	<u>734,025</u>	<u>(111,680)</u>
Net changes in fund balance	<u>\$ (810,497)</u>	<u>\$ (800,446)</u>	120,594	<u>\$ 921,040</u>
Fund balance (deficit) - beginning			<u>1,168,185</u>	
Fund balance (deficit) - ending			<u>\$ 1,288,779</u>	

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL
TRANSIT FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
STA - transit allocation claims	\$ 112,603	\$ 138,000	\$ 245,902	\$ 107,902
Other transit revenues	211,486	117,311	483	(116,828)
Other intergovernmental revenues	307,064	276,417	74,481	(201,936)
Transit bus ticket sales	<u>26,400</u>	<u>26,400</u>	<u>21,645</u>	<u>(4,755)</u>
Total revenues	<u>657,553</u>	<u>558,128</u>	<u>342,511</u>	<u>(215,617)</u>
EXPENDITURES				
Transit capital improvement	202,018	202,018	58,531	143,487
Transit bus costs	<u>479,927</u>	<u>479,927</u>	<u>464,336</u>	<u>15,591</u>
Total expenditures	<u>681,945</u>	<u>681,945</u>	<u>522,867</u>	<u>159,078</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(24,392)</u>	<u>(123,817)</u>	<u>(180,356)</u>	<u>(56,539)</u>
OTHER FINANCING SOURCES (USES)				
Transfers in	24,392	29,642	5,250	(24,392)
Transfers out	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total other financing sources (uses)	<u>24,392</u>	<u>29,642</u>	<u>5,250</u>	<u>(24,392)</u>
Net changes in fund balance	<u>\$ -</u>	<u>\$ (94,175)</u>	<u>(175,106)</u>	<u>\$ (80,931)</u>
Fund balance (deficit) - beginning			<u>(106,170)</u>	
Fund balance (deficit) - ending			<u>\$ (281,276)</u>	

**CITY OF CHOWCHILLA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEAR ENDED JUNE 30, 2022**

Item 8-8-B.

NOTE 1 – BUDGETARY INFORMATION

The City of Chowchilla, California (the City) establishes annual budgets for the Transportation Development Act Funds (TDA Funds). Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the Finance Department as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the TDA Funds.

COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE RULES
AND REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements, and have issued our report thereon dated June 1, 2023.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

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

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether TDA Funds financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that TDA Funds allocated to and received by the City were expended

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in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the rules and regulations of the Transportation Development Act.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
June 1, 2023



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 8-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Transportation Development Act (LTF, STA) – FY 2023-24 Allocations, LTF Resolution 23-09, STA Resolution 23-10

Enclosure: Yes

Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 23-09, STA Resolution 23-10

SUMMARY:

At the May 17, 2023 Policy Board Meeting, the MCTC Board approved the FY 2023-24 LTF & STA apportionments.

Local Transportation Fund (LTF): Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2023-24 is \$6,646,458. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the California Department of Tax and Fee Administration. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2023-24, there is \$935,136,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is \$1,915,881.

The City of Madera has submitted applications to allocate their LTF/STA apportionments.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

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

In the matter of
**ALLOCATION OF FY 2023-24
LOCAL TRANSPORTATION FUND**

Resolution No.: **23-09**

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

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

WHEREAS, \$120,000 has been apportioned for Administration, \$150,529 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$225,794 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$7,150,135 to be allocated from LTF, 2023-24;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 23-05 that there are no substantial unmet transit needs that are reasonable to meet in FY 2023-24 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

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

(A) City of Chowchilla

Pedestrian & Bicycle Projects		\$ 12,937
MCTC Planning Services	\$ 19,406	
Unallocated	\$ 614,517	

(B) City of Madera

Madera Metro, DAR, Intermodal, Fixed Route Ops		\$ 742,907
Pedestrian & Bicycle Projects		\$ 62,383
MCTC Planning Services	\$ 93,574	
Street & Road Projects	\$ 2,220,265	

C) <u>County of Madera</u>		
Pedestrian & Bicycle Projects		\$ 75,209
MCTC Planning Services	\$ 112,814	
Unallocated	\$ 3,572,446	

The foregoing resolution was adopted this 19th day of July 2023 by the following vote:

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

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of ALLOCATION OF FY 2023-24 STATE TRANSIT ASSISTANCE FUND	Resolution No.: 23-10
---	------------------------------

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,915,881, a decrease of \$73,782 compared to the previous year's revised allocation;

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

WHEREAS, the City of Madera, submitted its application recognizing the State Controller's allocated amount;

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

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

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

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

<u>CLAIMANT</u>	<u>2023-24 STA</u>
City of Chowchilla	
Unallocated	\$ 163,990
City of Madera	
Madera Metro, DAR, Intermodal, Transit Center	\$ 757,090
Madera Metro, Fixed Route, Intermodal Capital Improvements	\$ 49,010
County of Madera	
Unallocated	\$ 945,791

The foregoing resolution was adopted this 19th day of July 2023 by the following vote:

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

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 8-D

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

SUMMARY:

Included in your package is Amendment No.1 of the FY 2023-24 Overall Work Program & Budget. The revised Budget is \$2,602,819 (increase of \$31,597 from original budget). The amendment reflects changes due to the following:

- Slightly higher than expected health insurance costs;
- Carryover of the Admin Consulting Services line-item for various administrative consulting services that may be needed;
- Higher than forecasted costs for outside auditors;
- Adjustments to expected carryover amounts;
- Adjustments to amount of consultant work needed; and
- Adjustments in the assigned work hours for some of the work elements.

The amendment is recognized in the following accounts:

Revenues – (Increase \$31,597)

- FHWA PL Carryover – increase \$130
- SB-1 Sustainable Communities Grant 22-23 – decrease \$1,446
- TDA Carryover – increase \$25,519
- Member Assessment Fees – increase \$382
- MCTA – increase \$7,012

Salaries & Benefits – (Increase \$1,597)

- Health – increase \$1,485
- Unemployment Insurance – increase \$112

Indirect Costs – (Increase \$41,000)

- Admin Consulting Services – increase \$40,000
- MCTC Audit – increase \$1,000

Other Direct Costs – (Decrease \$11,000)

- Consultant (SB-1 Planning Grant) – decrease \$15,000
- MCTA Fin Asst/Audits – increase \$4,000

The amendment is reflected in all the OWP Work Elements except WEs 102 and 105.

FISCAL IMPACT:

The 2023-24 Overall Work Program and Budget will increase by \$31,597.



OVERALL WORK PROGRAM Fiscal Year 2023-2024

Adopted April 19, 2023
Amendment No. 1 July 19, 2023

Madera County Transportation Commission
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Regional Transportation Planning

101 Regional Transportation Plan / Sustainable Communities Strategy
and Environmental Impact Report

102 Regional Housing Planning Program

104 F-Oakhurst Multi-modal Mobility Study

105 F-Regional Growth Forecast

Work Element 101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the recently adopted 2022 RTP, staff implemented the requirements of legislation related to Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375 and SB 743.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in

the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure is set to expire in 2026. An extension of the Measure was perused in 2022 under the same timeline as the development of the 2022 RTP. As a results of related planning activities, a Measure T extension scenario was analyzed in the 2022 RTP development process.

In fiscal year 2020/21, a consultant developed a methodology to prioritize transportation improvement projects in Madera County. The study examined all currently planned modal projects, identified new projects, and established a prioritization process for the projects. The prioritization increased the emphasis on projects that support equitable investment in disadvantaged communities, benefited public health, and limited negative environmental impacts. The project scoring parameters of the Project Prioritization Study are considered in the 2022 RTP Update.

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These **Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new** guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff **as the basis for accepting or rejecting the MPO's SB 375** GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders.

MCTC staff worked with consultants where needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines in fiscal year 2021/22 and 2022/23. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC retained professional consultation services for the development of the Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in January of 2021. The Notice of Preparation process occurred in February and March of 2021. The PEIR development coincided with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR concluded in the fall of 2022.

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consulting for assistance with Air Quality related elements of the 2022 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

MCTC staff retained a consultant in August of 2021 to assist in a variety of outreach activities related to the development of the 2022 RTP/SCS. MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee and stakeholders. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders were engaged for comments and feedback in a variety of ways. Community workshops held for the RTP and for SCS scenario development, meetings made directly with interested individuals by request, information submitted in local publications, focused community surveys distributed online or at outreach functions and informational workshops held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff focused on effective ways for interested individuals to participate online or remotely. Presence on social media for the project increased, access for online communications and meetings was bolstered and a project website were developed for computer or mobile phone access. Several activities focused on disadvantaged communities or traditionally underrepresented populations. Translation services as well as Americans with Disabilities Act accessibility requirements were met for informational documents and materials for the project. MCTC worked with a consultant to better ensure meaningful and effective outreach occurred through the duration of the 2022 RTP/SCS update process.

The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 and 2023/24 fiscal years. Activities in this element related to the start of development of the 2026 RTP/SCS and PEIR as well as maintenance of the 2022 RTP/SCS will be ongoing throughout the 2023/24 fiscal year. MCTC staff will begin to collect new transportation, housing and demographic data to update planning tools relevant to the development of the 2026 RTP.

Performance Monitoring Measures

In conjunction with MCTC's long-range transportation planning products, staff will continue to establish appropriate performance measures in order to maintain effective performance-based planning and programming.

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects. The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP utilizes performance measures to

prioritize projects for each scenario developed for the SCS. The current prioritization criteria are found in the MCTC Project Prioritization Study and are summarized here:

- Consistency with current regional and local plans and policies
- Congestion relief
- Improves air quality and reduces greenhouse gas (GHG) emissions
- Provides improved access to activity centers
- Improves safety
- Supports other modes of transportation
- Estimated project timing (more imminent projects are higher priority)
- Serves smart growth development and/or Sustainable Communities Strategy goals
- Avoids negative environmental impacts on environmental justice, minority and low-income communities, and Native American historic, cultural, and sacred sites
- Improves congested corridors or provides alternative relief to congested corridors
- Provides access to other modes of transportation
- Project is within (serves) a disadvantaged community as indicated by pollution burden
- Project is within (serves) a disadvantaged community as indicated by population characteristics

MCTC integrated Federal performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report for the 2018 RTP/SCS
- 2018 RTP/SCS Amendment 1
- Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- PEIR for the 2022 RTP/SCS
- Amendments to the 2018 RTP as necessary

Product

1. Finalize SCS Evaluation Report

2. Amendments to the 2022 RTP as necessary
3. Collection of new transportation, housing, and demographic data for use in development of the 2026 RTP/SCS

Tasks

Task	Description and Responsible Party	% of Work
101.1	<p>Finalize SCS Evaluation Report</p> <ul style="list-style-type: none"> • Prepare SCS submittal report to CARB • Populate technical data tables with travel behavior data from results of 2022 RTP/SCS • Finalize SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines <p>Responsible Party: MCTC Staff (July 2023 through Sept 2024)</p>	20%
101.2	<p>Amendments to the 2022 RTP, as needed</p> <ul style="list-style-type: none"> • As needed, amend the 2022 RTP • As needed, prepare emissions analysis for significant amendments to the 2022 RTP <p>Responsible Party: MCTC Staff (July 2023 through June 2024)</p>	30%
101.3	<p>Collect data for the development of the 2026 RTP/SCS</p> <ul style="list-style-type: none"> • Update planning tools with latest available data for transportation, housing, and demographics. <p>Responsible Party: MCTC Staff (July 2023 through September 2024)</p>	50%
	Total	100%

FTE: .58

101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	22,518	Direct Wages/Benefits plus Indirect:	196,318
MCTA			
FHWA-PL	173,800		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	196,318		
Total:	196,318	Total:	196,318

Work Element 104 F-Oakhurst Multi-modal Mobility Study FY 22-23, FY 23-24

Objective

Prepare a Multi-modal Mobility Study in the Oakhurst Community along State Route 41, State Route 49, and other key travel corridors in the Oakhurst community area funded with SB-1 Sustainable Transportation Formula Planning Grant.

Discussion

State Route (SR) 41 and State Route 49 converge in the community of Oakhurst in Eastern Madera County. These two highways act as the primary travel facilities in Eastern Madera County as well as the economic hubs for Oakhurst. SR 41 provides access to the community of Oakhurst, leading into the Sierra Nevada Mountains towards Yosemite National Park to the north and Fresno and the San Joaquin Valley to the south. SR 49 branches off SR 41 in Oakhurst providing access to the community of Ahwahnee and Mariposa County to the North.

MCTC staff will retain professional consulting services for the preparation of a study to determine future transportation needs along the SR 41, SR 49 and primary corridors in Oakhurst. The study will identify existing and future issues related to safety, mobility, congestion, access, etc., and recommend sustainable improvements that will address the transportation needs of those who live, work, or visit the area through multi-modal approaches whilst maintaining operational and capacity requirements of a state highway system.

The Plan will help to offer additional or improved modal choices in Oakhurst furthering the goals of the Madera County RTP/SCS to advance safe, healthy, and sustainable travel and reducing vehicle generated greenhouse gas emissions.

The Plan will draw from the Caltrans Smart Mobility Framework to help guide effective improvements in the study area with a focus on efficient network management, increased multimodal choices, appropriate speed suitability, better accessibility and connectivity, and fostering equity equitable decision making able to meet the needs of all community members.

Populations in this area of Madera County are burdened by many factors where the average rate is in the lowest 25th percentile of all state census tracts. These include persons living above poverty level, unemployment, active commute rate, access to parks, exposure to Ozone and contaminated drinking water. This plan will outline where transportation investments and strategies can improve these conditions on a public health and economic opportunity level. Providing better access to economic opportunity is a critical component to serving disadvantaged communities. The

proposed project area is home to many employment, health, shopping, education and services serving a large number of Eastern Madera County residents.

Community and stakeholder participation will be a crucial part of this study. Establishing community perspective will be essential for the success of the study. MCTC will work with consultants to engage the Oakhurst community through a variety of measures including in-person workshops, online tools, surveys, focused interviews, pop-events, or other opportunities which present themselves. Outreach activities conducted during the course of the Study will be documented and the results will be used to inform the direction of the Study goals and recommendations. An Outreach report will be prepared outlining all activities useful for the Study development. This project will combine stakeholder engagement and a range of analytical techniques to identify practical strategies for developing mobility projects in Oakhurst along SR 41 and 49.

This project will utilize funding from the fiscal year 2022/23 and fiscal year 2023/2024 SB 1 Sustainable Transportation Planning Grants (Formula). The anticipated tasks by individual grant are shown below.

FY 2022/23 SB-1 Sustainable Transportation Planning Grant:

- 104.1 Project Initiation
- 104.2 Project Management
- 104.3 Stakeholder Working Group
- 104.4 Assessment of Existing Conditions
- 104.5 Community Engagement

FY 2023/2024 SB-1 Sustainable Transportation Planning Grant:

- 104.2 Project Management
- 104.3 Stakeholder Working Group
- 104.5 Community Engagement
- 104.6 Identify Strategies
- 104.7 Study Finalization

Previous Work

New Project

Product

1. Existing Conditions Report
2. Public Outreach Plan
3. Strategies Report
4. Final Study

Tasks

Task	Description and Responsible Party	% of Work
104.1	<p>Project Initiation</p> <ul style="list-style-type: none"> • Release Request for Proposals • Retain Consultant • Finalize Study Scoping <p>Responsible Party: MCTC Staff (January 2023 to February 2023)</p>	2%
104.2	<p>Project Management</p> <ul style="list-style-type: none"> • MCTC to hold bi-weekly meetings with Study development team • MCTC to provide Caltrans with quarterly reports • MCTC to provide Caltrans with monthly or quarterly invoices <p>Responsible Party: MCTC Staff (January 2023 to December 2023)</p>	3%
104.3	<p>Stakeholder Working Group</p> <p>A stakeholder working group will be formed to provide input into the development of the Study. Invitations for participation in this group will go to local agency staffs, tribal governments, transportation providers, local residents and business representatives, Caltrans staff, and other potential stakeholders. The representatives will have an opportunity to engage in the Study development as a group and individually as necessary. The group will gather collaboratively periodically though the Study development.</p> <ul style="list-style-type: none"> • Form Stakeholder Working Group • Meet periodically with working group • Meet with individual working group members as needed <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	10%
104.4	<p>Assess Existing Conditions</p> <p>This task will assess the current state of travel within the project area including regional characteristics, state of existing facilities, current travel behavior, and existing planning environment.</p> <ul style="list-style-type: none"> • Regional characteristics • Existing facilities • Existing travel conditions • Planned improvements <p>Responsible Party: MCTC Staff, Consultant (March 2023 to April 2023)</p>	15%

104.5	<p>Community Engagement</p> <p>This task will use outreach to establish community perspective. The task will engage the Oakhurst community through a variety of measures including in-person workshops, online tools, surveys, focused interviews, or other tactics as recommended by the consultant. Outreach activities conducted during the course of the Study will be documented and the results will be used to inform the direction of the Study goals and recommendations. An Outreach report will be prepared outlying all activities useful for the Study development.</p> <ul style="list-style-type: none"> • Develop outreach plan • Conduct Study workshops • Implement online surveys and feedback tools • Conduct focused interviews • Prepare Outreach Report <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	25%
104.6	<p>Identify Strategies</p> <p>This task will identify an array of strategies designed to meet the goals and objectives of the Study. The strategies will include projects to be considered for implementation, changing or creating policies or the preparation of new or additional studies. Additional strategies may be identified if deemed appropriate.</p> <ul style="list-style-type: none"> • Identify projects to meet goals and objectives • Identify policies to meet goals and objectives • Identify where additional study is needed • Prepare Strategies Report <p>Responsible Party: Consultant (August 2023 to October 2023)</p>	25%
104.7	<p>Study Finalization</p> <p>This task will consolidate all prepared deliverables from the prior tasks into cohesive report. The contests will make up a Draft Study to be submitted for internal staff review then for public review. Comments received on the Draft Study during the public review period will be considered and responded to before a final Study is composed. The final Study will be presented and brought for approval to the MCTC Policy Board.</p> <ul style="list-style-type: none"> • Compile deliverable reports and products from prior tasks into a comprehensive Draft Study • Presentations and review of Draft Study • Comment response and Study finalization • MCTC Board adoption of Final Study <p>Responsible Party: MCTC Staff, Consultant (October 2023 to December 2023)</p>	20%
	Total	100%

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FTE: .09

104 F-Oakhurst Multi-modal Mobility Study FY 22-23, FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	34,410	Consultant	300,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	146,028		
Other – SB I Sustainable Planning Grant (Formula) 23-24	119,562		
Subtotal	300,000	Subtotal	300,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,869	Direct Wages/Benefits:	25,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	17,500		
Other – SB I Sustainable Planning Grant (Formula) 23-24	4,631		
Subtotal	25,000		
Total:	325,000	Total:	325,000

Public Transportation Planning

201 Transit

202 Rail

Work Element 201 Transit

Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Social Service Transportation Act (SB-498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB-826, 1988 and SB 807, 1989). To incorporate CAPTI objectives, such as enhancing transportation system resiliency, advancing transportation equity, improving transit, rail, and shared mobility options, and expanding access to safe and convenient active transportation options.

Discussion

Planning to meet the transportation needs of residents of Madera County is a continuing program of MCTC.

MCTC staff has implemented the requirements pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. Coordinating between different operators aims to enhance the resiliency of the transportation system throughout the various diverse systems. MCTC staff completed the update on the previous coordinated plan and adopted the current Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) on October 19, 2022. As part of the Coordinated Plan development process, MCTC formed the Coordinated Plan Oversight Committee to review and update coordinated strategies. The committee consisted of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members. Diverse sources of input were sought in order to advance transportation equity.

MCTC staff will partner with the County of Madera, City of Madera, City of Chowchilla, **the State of California, and Tribal Governments in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety, and sustainable communities in our area.** MCTC staff will continue to collaborate with Caltrans on future transit-related projects.

MCTC staff maintains the Short-Range Transit Plan (SRTP), a five-year plan completed in 2021-22 and valid through 2026-27. This plan responds to State, Federal, and local requirements to ensure public transit services are effective in meeting the needs within the Madera region. The SRTP is intended to serve as a guide for improving public transit agencies within Madera County. The plan reviews recent progress, evaluates existing operations and conditions, and recommends future strategic actions to affect positive changes. The plan aims to expand access to rail, transit, shared mobility, and active transportation. A key component of the SRTP is the development of realistic operating

and capital projections based on present and future performance of the existing systems over the next five years.

MCTC staff will continue to work closely with the Transit Advisory Board (TAB) and monitor transit issues in the City of Madera.

MCTC staff will post information related to public transportation on MCTC's website and social media pages.

MCTC staff will examine transit as it relates to non-social services-oriented travel and farmworker transportation needs.

MCTC staff encourages transit operators to update their emergency preparedness plans and to conduct frequent emergency drills and exercises for the safety and security of the transportation system. Performance management is an area of emphasis determined by the FHWA California Division and FTA Region IX.

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets. The final report was released in September 2017.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRTP also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

MCTC staff participated in the City of Madera's Transit Plan Study. The City of Madera transit plan services assessment goal is to evaluate the City's transit system and devise operational and policy changes to formulate a Madera Transit Plan that will improve the system. The goals of this study include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region, improve the efficiencies of the system's operations, and lay out a plan for future policy or operational changes. MCTC staff will continue to participate in the development of this plan as requested.

These tasks together will support the regional planning goals by enhancing transportation system coordination, efficiency, and intermodal connectivity to keep people and goods moving.

Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.

3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
7. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
8. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
9. Public Transportation Safety Plan Targets (PTASP) coordination.
10. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Set PTASP targets for the region.

Tasks

Task	Description and Responsible Party	% of Work
201.1	Transit Service Inventory <ul style="list-style-type: none"> Continue to maintain and update information for the transit services inventory Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	10%
201.2	Monitor Information for RTP Update <ul style="list-style-type: none"> Monitor information for update of the RTP Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	25%
201.3	Transit Operator Agreements <ul style="list-style-type: none"> Review transit operator agreements and update as necessary Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	10%
201.4	Consultation, Coordination, and Collaboration for Environmental Justice <ul style="list-style-type: none"> Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with. Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	15%

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201.5	Consultation, Coordination, and Collaboration for Outreach <ul style="list-style-type: none"> Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted. Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
201.6	Transit Advisory Board Participation <ul style="list-style-type: none"> Participation on Transit Advisory Board and monitor related transit agencies. Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	10%
201.7	Transit Asset Management (TAM) Plan Coordination <ul style="list-style-type: none"> Transit Asset Management (TAM) Plan coordination with transit agencies. Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
201.8	Public Transportation Safety Plan Target Coordination <ul style="list-style-type: none"> Public Transportation Safety Plan Target coordination with transit agencies. Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
Total		100%

FTE: .29

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,307	Direct Wages/Benefits plus Indirect:	81,145
MCTA			
FHWA-PL			
FTA-Section 5303	71,838		
STIP – PPM			
Other			
Subtotal	81,145		
Total:	81,145	Total:	81,145

Work Element 202 Rail

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for rail modes consistent with the principles of livable communities. To incorporate CAPTI objectives, such as, improving transit, rail and shared mobility options and encouraging efficient land use.

Discussion

MCTC monitors local, State and Federal requirements impacting local plans for the rail transportation modes. Information developed is documented in staff reports and included in the Regional Transportation Plan for action.

MCTC has taken many steps in RTP development to ensure safety and capacity issues are addressed with all modes through better planning and design and using Travel Demand Management approaches to system planning and operations. As a result of these activities, MCTC has met livability/sustainability Planning Emphasis Area objectives.

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the **“wye-connection” between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield)**, MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 CHSRA Business Plan funded the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High-Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High-Speed Rail in Madera. The long-term vision is to encourage efficient land use in the immediate vicinity of the new station and Madera Community College.

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor

Express (ACE) and the intercity Amtrak San Joaquins service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023-2024 fiscal year.

The "Intercity Passenger Rail Act of 2012" (AB 1779), was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJP) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJJP Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

The San Joaquin Valley Rail Committee (SJVRC) acts as a technical advisory group to the SJJP Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJJP Board altered the nature of the SJVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. MCTC staff assisted the SJJP in finding new Madera County representatives for the SJVRC and is committed to assisting these volunteers in the new role in any way possible.

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

On April 26, 2018, California State Transportation Agency announced that the SJJP and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation.

In 2020, the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction, relocation and opening of the station was expected to occur within the next four years.

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and complete buildout of the new station is estimated to be completed in 2026. SJJP anticipates additional funding needs to

complete the HST platform and intends to pursue state and federal programs. The HST is expected to begin service in the San Joaquin Valley by 2030.

On April 4, 2022, Caltrans, Division of Transportation Planning announced Madera County was awarded a Sustainable Transportation Planning Grant. Madera County was awarded \$450,000 for the Madera Station Relocation Transit Area Specific Plan Project.

On March 24, 2023, the San Joaquin Joint Powers Authority approved an agreement for project development services and an agreement for preliminary engineering services for \$433,800 and \$514,800 respectively. The SJJPA also intends to seek \$1.2 million in State Rail Assistance Funding for the project.

Madera County will lead the project in partnership with the City of Madera, Madera County Transportation Commission, San Joaquin Joint Powers Authority (SJJPA), California High Speed Rail Authority (CHSRA), and Caltrans. This effort will guide the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development, and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Member of the Madera County High Speed Rail Technical Working Group.
3. Incorporated livability/sustainability PEA principles in RTP development.

Product

1. Updated information on rail planning for inclusion in the updates of the RTP.
2. Staff reports on rail issues.
3. Minutes from the San Joaquin Joint Powers Authority and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Description and Responsible Party	% of Work
202.1	<p>Review Planning issues related to rail</p> <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%

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202.2	Provide staff analysis of available funding resources for rail planning projects <ul style="list-style-type: none"> Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
202.3	Participate in meetings/workshops related to rail <ul style="list-style-type: none"> Participate in reoccurring meetings and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee <ul style="list-style-type: none"> Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed. Responsible Party: MCTC Staff (July 2023 to June 2024)	30%
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project <ul style="list-style-type: none"> Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
Total		100%

FTE: .09

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	32,078	Direct Wages/Benefits plus Indirect:	32,078
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	32,078		
Total:	32,078	Total:	32,078

Active Transportation Planning

301 Active Transportation Planning

Work Element 301 Active Transportation and Complete Streets Planning - CS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options.

Discussion

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs, including complete streets, consistent with the principles of livable communities that increase safe and accessible options for multiple travel modes for people of all ages and abilities.

The Madera County Bicycle and Pedestrian Facilities Plan was updated in 2004 and recommendations from the Plan were incorporated into the 2014 RTP. Continuing staff support to local agencies in the implementation of the Bicycle and Pedestrian Facilities Plan was provided.

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide was also adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

Under the new federal transportation bill, 2.5% of federal planning funds was set aside to help address complete street activities. This work element addresses this requirement and uses these set aside funds to help with eligible complete street activities.

MCTC partnered with the City of Madera and the Technology Transfer Program at University of California, Berkeley's Institute of Transportation Studies in 2015 to conduct a Pedestrian Safety Assessment at various locations within the City of Madera.

Caltrans District 6 worked with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT).

Each District developed a CAT Plan. District 6 developed communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement was conducted throughout the development of the plan using map-based tools. There was a specific focus on engagement with disadvantaged communities.

Work done during CAT Plan development to engage disadvantaged communities and develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents will continue in the future.

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2014, 2018, and 2022 RTPs.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.

Product

1. Prepare staff reports on non-motorized issues, including complete streets.
2. Continue collaboration with Federal, State and Local agencies regarding complete streets, bicycle, and pedestrian facilities.
3. Work with Local agencies to encourage the inclusion of complete streets, bicycle, and pedestrian facilities in their planning processes.
4. Support and encourage Local agencies to seek funding for complete streets, bicycle, and pedestrian facility projects.

Tasks

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Task	Description and Responsible Party	% of Work
301.1	Review Planning issues related to bicycle and pedestrian facilities <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems, including complete streets • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2023 to June2024)	25%
301.2	Provide staff analysis of available funding resources for non-motorized planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems, including complete streets Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.3	Participate in meetings/workshops related to complete streets, bicycle and pedestrian facilities <ul style="list-style-type: none"> • Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation, including complete streets. Estimated number of meetings could be twice monthly. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments <ul style="list-style-type: none"> • Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies • Update the ATP webpage as needed Responsible Party: MCTC Staff (July 2023 to June 2024)	35%
	Total	100%

FTE: .44

301 Active Transportation Planning - CS

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	144,658
MCTA			
FHWA-PL	105,579		
Complete Streets-PL	22,487		
FTA-Section 5303			
STIP – PPM (Match)	16,592		
Other			
Subtotal	144,658		
Total:	144,658	Total:	144,658

Highways, Corridors, and Routes of Regional Significance

401 Highways, Corridors, and Routes of Regional Significance

Work Element 401 Highways, Corridors, and Routes of Regional Significance

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

Discussion

The San Joaquin Valley Regional Planning Agencies Directors Committee commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and to compete for goods movement funding, the valley needed a Goods Movement Action Plan that was similar in nature to the Route 99 Business Plan. The Goods Movement Action Plan identifies the priorities and the necessity of goods movement projects in the valley. In Madera County, there is particular interest in the State Route 99, State Route 152, and State Route 41 Corridors for economic development and goods movement primarily from farm to market.

State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 Billion plus in projects remaining to be funded. The next objective is to develop a Financial Plan for the remaining projects that need to be funded.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time but will re-evaluate in the future.

San Joaquin Valley Interregional Goods Movement Plan

The San Joaquin Valley Interregional Goods Movement Plan was completed in August of 2013. It identifies future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy.

The planning effort involved numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry, and others. The product of this joint study is a San Joaquin Valley Policy Council planning document. Results of the Plan were included in the 2014 RTP.

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) built upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

This study was funded through a 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program for continued evaluation and refinement of the San Joaquin Valley goods movement system.

San Joaquin Valley I-5 Goods Movement Plan

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley's economy. This study was completed in June 2016.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged on this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. A demonstration project for truck platooning was planned for spring of 2017 but got cancelled by the truck platooning vendor.

Study of Short-Haul Rail Intermodal Facilities in the San Joaquin Valley

A major outcome of the San Joaquin Valley Regional Goods Movement Action Plan 2007 was the proposal of a rail corridor system extending from the Port of Oakland, to the Tehachapi Pass, and connecting to points east of south of the San Joaquin Valley.

The rail corridor system will allow goods currently being trucked through the Valley to be “diverted” to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all these factors. Cambridge Systematics has been retained to conduct an analysis of

Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

MCTC joined with Fresno COG, Madera County, Fresno County, and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study provided a comprehensive understanding of transportation movements and subsequent effects between Fresno and Madera Counties. The joint study consisted of two parts. Part one was an analysis of origin and destination traffic movements between the two counties. Part two provided an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts, **while improving the regional planning agencies' abilities to implement their Sustainable Communities Strategies.** Phase One of the study was completed in the fall of 2016. Phase Two was completed in the summer of 2017.

MCTC also maintains an active streets and highways planning process which is used to identify and document the need for new facilities and expansion of existing facilities to accommodate projected regional growth. Future needs are evaluated relative to projections of available financial resources and fundable projects are advanced to the Regional Transportation Plan and the Regional Transportation Improvement Program.

Included in this work element is staff participation in corridor studies, project level traffic studies, review of agency general plan updates, and review of local agency circulation elements for adequacy to meet projected needs. Streets and highways is a major focus of the **Regional Transportation Plan (RTP).** **Passage of Measure "T" provides a needed** infusion of funding into the local program. Generally, staff efforts will be directed towards the identification of safety and congestion problems to establish priorities for future project funding. Additionally, opportunities for implementation of Intelligent Transportation Systems to problems will be explored.

Funding of transportation infrastructure is a critical need. Staff will work to develop tools necessary to identify costs of improvements needed to accommodate projected regional growth and to assign benefits by geographic area. Staff will also continue efforts to identify and maximize external funding sources to support transportation improvements within Madera County.

State Route 99 Multimodal Corridor Plan

A multi-District effort (Districts 3, 6, and 10) has been underway since late 2019 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner

agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP will develop a shared vision and implementation plan for the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP will revise the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. Pending approval for contract execution, the estimated completion date for the CMCP will be in Fiscal Year 2024-25.

MCTC will participate with Caltrans CMCP development in the following capacity:

- Participate in the kick-off meeting for the CMCP development, along with Caltrans Districts 3, 6, and 10, other Valley MPOs. **Consideration will be given to MCTC's past documents, studies, modeling, and community outreach/engagement relevant to SR 99 to help establish a foundation for the CMCP;**
- Participate as a member of the CMCP Stakeholder Team for the duration of the CMCP development, including potentially as part of a Technical Advisory Committee (TAC); the CMCP Stakeholder Team will meet up to eight times (once each quarter for the duration of CMCP development, anticipated to last 2 years);
- Participate in the development of a Public Engagement Plan for CMCP engagement;
- In partnership with Caltrans and stakeholders, MCTC will collaborate on hosting at least two workshops for public outreach and engagement (the same will occur in all other counties in Districts 6 and 10, plus Sacramento County for District 3); the goal of these public outreach and engagement activities is to gather community, stakeholder, and local agency input to identify needs and solicit innovative ideas and shape potential solutions to transportation issues within the corridor; said comments will note county, state route, and closest street interchange/intersection(s) identified in the comments, or if comments don't apply to any specific geographic location; and
- If participating as a member of a TAC for the CMCP, MCTC will help finalize the scope, approach, and schedule of the MPO travel demand modeling and micro/mesosopic simulation analysis; to assemble available traffic and model data such as freeway mainline and ramp volumes, arterial street volumes, intersection volumes, signal timing plans, bicycle, and pedestrian counts and transit ridership data. Traffic volumes and Travel Time data will be assembled from existing and available sources, including from PeMS (at locations having 80% or greater observed percentage), the National Performance Management Research Data Set (NPMRDS), Transportation System Network (TSN), Inrix, signal timing plans, and ramp metering rates. Recent traffic studies along the study corridor will be reviewed for data.

Trade Port California

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility

Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

The outcome of the study was a California Inland Port Feasibility Analysis Preliminary Business Model report, completed on April 8, 2020. The report documented the viability of an intermodal rail service to/from the Ports of Long Beach and Los Angeles northward through the Central Valley, and terminating in Sacramento, for replacing the current all truck transport system.

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation.

Fresno Council of Governments acting as the project lead on behalf of the San Joaquin Valley has submitted an application for the former California Inland Port, now referred to as the Trade Port California project, for the State of California's FY 2022/23 Port and Freight Infrastructure Program. CalSTA will award up to \$1.2 billion through this program with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of this funding is to be used to support infrastructure projects supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the state, including inland ports.

MCTC will continue to support progress towards implementing the Trade Port California project under the leadership of Fresno Council of Governments project management.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.

6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
4. Participate with the development of the SR 99 Multimodal Corridor Plan.

Tasks

Task	Description and Responsible Party	% of Work
401.1	Review local agency circulation elements including goals, policies, and objectives <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Biannually, or as needed	10%
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	20%
401.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	15%
401.4	Participate where applicable with the Trade Port California project development <ul style="list-style-type: none"> Assist with stakeholder engagement for the project Provide feedback and comments on the continued development of the project (July 2023 to June 2024)	20%

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401.5	Participate and provide technical support for the SR 99 Multimodal Corridor Plan <ul style="list-style-type: none"> Participate in plan kickoff meeting Provide feedback and comments on the development of the plan Assist with public engagement for the plan Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Monthly, or as needed	35%
	Total	100%

FTE: .24

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,354	Direct Wages/Benefits plus Indirect:	81,550
MCTA			
FHWA-PL	72,196		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	81,550		
Total:	81,550	Total:	81,550

Programming and Financial Management

501 Transportation Program Development

502 Project Coordination and Financial Programming

Work Element 501 Transportation Program Development

Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work will begin on the 2025 FTIP in Winter 2023 and will be completed in Summer 2024.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The "local share" is apportioned to the county based upon the old "county minimums" formula. The "local share" is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five-year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. MCTC is eligible to

exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2023 FTIP and updates will be incorporated in the 2025 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes "Program Delivery Advisory" teams representing State, Regional and Local Transportation Officials. The team's main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up deliver of projects.

The legislation also provides that funds apportioned for Federal transportation programs shall remain available for three Federal fiscal years. The funds are subject to a "use it or lose it" legal requirements. MCTC in conjunction with its member agencies will be responsible for establishing project delivery and obligation authority milestones through preparation of AB 1012 Obligation Plans. These Plans will be prepared utilizing the recommended Caltrans format and will indicate monthly the amounts of Federal funds anticipated to be obligated.

The State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations has developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that enables secure electronic information sharing between Caltrans and MPOs. The CTIPS project, funded by Caltrans, was initiated several years ago by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that State and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced State and regional decision-making capabilities.

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the

obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

The Policy Board has granted the Executive Director the authority to approve Type 1-3 FTIP Amendments.

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the "timely use" of State and Federal funds.
5. Prepared "local" Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to "Lump-Sum" the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2022.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2023 FTIP and Air Quality Conformity Analysis adopted in August 2022.

Product

1. 2025 FTIP.
2. Air Quality Analysis for the 2025 FTIP.
3. Amendments to the 2023 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ Call for Projects in 2023.
13. Prepare and adopt 2024 RTIP.

Tasks

Task	Description and Responsible Party	% of Work
501.1	Review California Transportation Commission Fund Estimates and policies <ul style="list-style-type: none"> Review State funding estimates and policy guidelines and updates. Responsible Party: MCTC Staff (July 2023 to June 2023 through fall 2024)	2%
501.2	Review Caltrans IIP and solicit local agency input <ul style="list-style-type: none"> Review State transportation planning and coordinate with local agencies. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	3%
501.3	Begin preparation of 2025 FTIP and Air Quality Conformity Documents and amend 2023 FTIP, as needed <ul style="list-style-type: none"> Begin preparation of 2025 FTIP and Air Quality Conformity Analysis for the 2025 FTIP and 2022 RTP. Continue to amend the 2023 FTIP on an as needed basis. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	60%
501.4	Coordination of FTIP and RTP <ul style="list-style-type: none"> Ongoing coordination of the 2023 FTIP and 2022 RTP. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year)	10%
501.5	Prepare, submit, and upload various CMAQ Reports <ul style="list-style-type: none"> Prepare annual reports for the CMAQ Program and input to Federal database. Responsible Party: MCTC Staff (4 Quarter 2023)	5%
501.6	Prepare and submit AB 1012 Report <ul style="list-style-type: none"> Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies. Responsible Party: MCTC Staff (1 Quarter 2024)	2%
501.7	Participate in Statewide CFPG and Program CTIPS <ul style="list-style-type: none"> Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database. Responsible Party: MCTC Staff	3%

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	(July 2023 to June 2024 through entire fiscal year)	
501.8	Prepare Annual Listing of Federal Projects <ul style="list-style-type: none"> Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year. Responsible Party: MCTC Staff (4 Quarter 2023)	2%
501.9	CMAQ Call for Projects <ul style="list-style-type: none"> Conduct a CMAQ Call for Projects (if necessary) for the 2023 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend into FTIP. Responsible Party: MCTC Staff (August 2023 to June 2024)	9%
501.10	Prepare 2024 RTIP <ul style="list-style-type: none"> Preparation of the 2024 Regional Transportation Improvement Program in conjunction with the 2024 Statewide Transportation Improvement Program. Responsible Party: MCTC Staff (July 2023 to June 2024)	4%
	Total	100%

FTE: .54

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,350	Direct Wages/Benefits plus Indirect:	186,134
MCTA			
FHWA-PL	164,784		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	186,134		
Total:	186,134	Total:	186,134

Work Element 502 Project Coordination and Financial Programming

Objective

To prioritize regional transportation projects by monitoring State and Federal funding requirements, including existing and proposed regulations and through coordination with local agencies to establish priorities according to accepted performance measures. To incorporate CAPTI objectives, as applicable.

Discussion

Senate Bill 45 provides opportunities for regions to utilize State funding (STIP) for improvements to State highways and local streets and roads. Regional Transportation Planning Agencies and local agencies have expanded responsibilities for project development, programming, and delivery and are expected to satisfactorily complete all procedural requirements pursuant to State and Federal regulations. This work element provides staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project work activities are responsive to these requirements, are timely, and are processed correctly. Local agencies are responsible for normal engineering and environmental work activities related to project delivery but are expected to coordinate closely with MCTC staff to ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan.

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as the Climate Action Plan for Transportation Infrastructure (CAPTI), IJJA, FAST Act, and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than have each MCTC member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with emphasis on those activities related to responding to State/Federal agency requirements.

Previous Work

1. Planning, Programming, and Monitoring of STIP projects.

Product

1. Project transportation planning and programming support services.

2. Prioritization and financial cash flow analysis.

Tasks

Task	Description and Responsible Party	% of Work
502.1	<p>Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Review and maintain Federal/State programming and delivery requirements. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
502.2	<p>Work with Local Agencies on Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	30%
502.3	<p>Prioritize Projects in FTIP and RTP</p> <ul style="list-style-type: none"> Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	45%
502.4	<p>Evaluate State Funding Programs for Applicability and Implementation</p> <ul style="list-style-type: none"> Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .13

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	34,936
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	34,936		
Other			
Subtotal	34,936		
Total:	34,936	Total:	34,936

Data Services, Forecasting, and Modeling

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

Work Element 601 Travel Demand Model Management

Objective

To maintain a regional travel demand model for support in transportation and air quality planning activities.

Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001, 2012, 2015, and 2019. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model has been updated to a new base year of 2018.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all the San Joaquin Valley transportation demand models. As a result, the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP). An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The MCTC MIP model with 2010 base year and 2040 analysis year was used for the 2014 RTP/SCS process as the basis for scenario evaluation through performance measures. The Madera CTC MIP Model was approved with the 2014 RTP/SCS in July 2014. An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The current MCTC Model was updated by Elite Transportation Group. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model was utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

The model is used in support of traffic analyses for plans, programs, and projects carried out by the City of Chowchilla, the City of Madera, Madera County, Tribal Governments, and Caltrans. In addition, the model is used by Madera County as the basis for its traffic impact fee program. This work element provides for network database maintenance (i.e., reflecting newly constructed roads) and enhancements necessary to provide air quality modeling capabilities as well as support for ongoing streets and roads planning.

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring

transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis.

MCTC, through the On-Call Technical Services and Modeling Program, developed an external trip projection table to be utilized for modeling activities related to the development of the 2022 RTP/SCS and 2023 FTIP. The tables were built utilizing data from the California Statewide Travel Demand Model.

This element also includes the costs for maintenance of the modeling software itself in addition to providing for on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise. Staff regularly assists with project specific modeling assistance including select zone and link analysis.

Air quality issues are increasingly driving traffic model application. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs within the valley with the intent of identifying a strategic plan for model development to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented. The software represents a significant improvement in the state of the art and is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046.

MCTC will consider new available data to incorporate into modelling tools for development of the 2026 RTP/SCS. MCTC is currently working with neighboring MPO partners on the Central California Travel Survey. The results of this survey will yield vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the 2023/24 fiscal year.

MCTC will also conduct a socioeconomic and demographic projection analysis for Madera County. This analysis will provide future projections of household and person data able to help better predict future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes.

Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance
3. Incorporate new available transportation, housing, and demographic data into modelling tools as necessary.
4. Update model documentation as necessary.

Tasks

Task	Description and Responsible Party	% of Work
601.1	<p>Additional Model Runs for Significant Amendments of the RTP and FTIP</p> <ul style="list-style-type: none"> When needed, Run model for significant amendments of the RTP and FTIP <p>Deliverable: Model input or output data Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
601.2	<p>Additional Local Agency and Partner Modeling and Technical Support</p> <ul style="list-style-type: none"> Assist local agencies with modeling assistance where needed Provide model data as requested to state and Federal partners <p>Deliverable: Model run output data Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%

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601.3	<p>Incorporate new available transportation, housing and demographic data into modelling tools</p> <ul style="list-style-type: none"> • Integrate data from the Central California Travel Survey • Incorporate data from socioeconomic and demographic projection analysis • Additional appropriate data sources as they are developed • Update model documentation as necessary <p>Deliverable: Updated Model data Responsible Party: MCTC Staff, consultant (July 2023 to June 2024)</p>	70%
	Total	100%

FTE: .21

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,780	On-call Consultant	100,000
MCTA		Traffic Model Support	2,700
FHWA-PL	90,920		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	102,700	Subtotal	102,700
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,409	Direct Wages/Benefits plus Indirect:	82,030
MCTA			
FHWA-PL	72,621		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	82,030		
Total:	184,730	Total:	184,730

Work Element 602 Air Quality Modeling

Objective

To maintain an ongoing coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining Federal and State air quality standards.

Discussion

Ongoing air quality planning incorporates all activities necessary to ensure compliance with Federal and State air quality standards. The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as an “Extreme” 8-Hour Ozone, PM 2.5 non-attainment area, and a PM 10 attainment/maintenance area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District (Air District), and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions. The San Joaquin Valley Interagency Consultation Group (IAC) serves as the conduit for interagency consultation required for air quality conformity determinations and for coordinating member agency commitments to implement TCMs consistent with the approved attainment demonstration plans.

The Air District holds primary responsibility for development and adoption of attainment plans for the San Joaquin Valley. The eight Valley transportation planning agencies and the Air District have developed a coordinated, cooperative, and consistent planning process through a joint Memorandum of Understanding (MOU). An annual “Work Plan” provides for coordination of work items including (1) submission of Vehicle Miles Traveled (VMT) forecasts for development of emission budgets, (2) updating of attainment demonstration plans, (3) joint evaluation of TCMs, and other opportunities to work jointly on projects or studies that address air quality improvement.

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden assignment of responsibility for the quality of our air. Local government control measures are being implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. MCTC coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.

The San Joaquin Valley MPO Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. MCTC remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e., EMFAC 2017, etc.).

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings. MCTC staff have worked with consultants to transition emissions analysis to newer version of the EMFAC model whereas EMFAC14 was used for the most recent analysis activities related to the development of the 2022 RTP/SCS and 2023 FTIP. Going forward, EMFAC21 will be used for emissions modeling activities.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the status of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions that were utilized for the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff utilized data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios were converted into EMFAC14 model inputs. The EMFAC14 model was ran to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements. Future emissions modeling activities in support of SB375 and Federal air quality conformity will utilize EMFAC21.

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP

2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375
5. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
6. 2023 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

Product

1. SCS Evaluation Report for the 2022 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

Tasks

Task	Description and Responsible Party	% of Work
602.1	SCS Evaluation Report for CARB staff in support of an effective and implementable SCS able to comply with GHG reduction mandates per SB 375 <ul style="list-style-type: none"> • Prepare SCS data table • Prepare SCS compliance report Deliverable: SCS Evaluation Report Responsible Party: MCTC Staff (July 2022 to March 2023)	65%
602.2	Multi-Agency Coordination for Air Quality Planning Activities <ul style="list-style-type: none"> • Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis • Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations Responsible Party: MCTC Staff, Consultant (July 2023 to March 2024)	5%
602.3	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support <ul style="list-style-type: none"> • Assist local agencies with Hot-spot emissions assessment as needed. • Provide model data as requested to state and Federal partners in support of emissions/air quality planning Deliverable: Model run, model output data Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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602.4	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP <ul style="list-style-type: none"> • Prepare new Conformity Determination Deliverable: Conformity Determination Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
	Total	100%

FTE: .25

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	91,500
MCTA			
FHWA-PL	81,005		
FTA-Section 5303			
STIP – PPM (Match)	10,495		
Other			
Subtotal	91,500		
Total:	100,500	Total:	100,500

Work Element 603 GIS and Mapping Resources

Objective

To develop and maintain a database of regional planning information for use in support of all transportation planning activities of MCTC. The database includes information on regional demographics, streets and highways inventories including congestion management issues, transit systems and services, rail, aviation, and non-motorized facilities.

Discussion

MCTC has developed several planning databases in support of regional transportation planning activities. These include demographic projections for use in traffic modeling and air quality analysis; an inventory of regionally significant roads (including all State highway facilities); and land use and zoning summaries. This information is maintained in computer files using database managers as well as in MCTC's geographic information system (GIS).

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. Focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2020 Federal census.

All databases will be made available to Caltrans upon request for use in meeting statewide management system requirements as well as statewide traffic modeling needs.

As a component of the Madera County 2010 Traffic Model Update, the MCTC regional planning database was updated and validated. The existing land use database was updated using available data sources and future land use projections were developed using two different methods. The GIS database was also updated, and an integrated spatial projection created for MCTC GIS data was created.

After the adoption of the 2018 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. Additional review and refinement occurred during the most recent MCTC model update in 2019.

After the adoption of the 2018 RTP/SCS and subsequent Environmental Document, MCTC staff began the process of updating various data sets used in the planning process related to baseline condition assumptions and long-range travel forecasting. These new data sets will be utilized for planning documents and technical modeling and reporting tools.

MCTC participates on the Madera County GIS Users Group which was formed by Madera County GIS staff. The intent of the GIS User Group is to increase coordination and communication among GIS users throughout the region and to review and make recommendations on items brought forth pertinent to activities members of the group are engaged in.

MCTC updates the significant roadway network as needed to run new air quality analysis for new or amended RTP and FTIP roadway projects. The most recent RTP amendment incorporated new roadway configurations and project open to traffic dates for the future improvements along the State Route 41 corridor. The significant roadway network is used in the modeling process for travel volumes and air quality analysis. Additional review and refinement occurred during the most recent MCTC model update in 2019.

The eight MPOs in the San Joaquin Valley will collaborate on a data collection project in fiscal year 2021/2022. The San Joaquin Valley Household Travel Survey will collect data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, state, and federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning.

The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. HCD will also be a partner in the survey as they will be sponsoring a supplemental housing survey as an add-on of the travel survey. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.

In 2023 MCTC staff began a project to improve GIS databases and viewer experience by updating and refining its GIS capabilities. This included assessment of current hosting capabilities, updating existing mapping tools, standardizing mapping development, implementation of new mapping datasets, hosting of a variety of maps for public consumption and staff training.

Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP
2. Developed basic inventory of regionally significant roads with geographic keys
3. Established database structure for roads inventory
4. Provided GIS training for employees
5. Developed basic inventory of regionally significant roads with geographic keys.
6. Established database structure for roads inventory.

7. Provided GIS training for employees.
8. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
9. Developed layer and database of disadvantaged communities for use in funding applications.
10. Updated GIS map viewing portal.
11. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in funding applications.
12. Developed database of transit routes and stops.
13. Developed VMT Screening map.
14. Developed traffic monitoring database.

Product

1. 2022 San Joaquin Valley Household Travel Survey
2. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
3. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 and 2021 FTIPs.
4. Continuous coordination with local agencies, neighboring counties, and Caltrans.
5. Continuous GIS training for MCTC staff.

Tasks

Task	Description and Responsible Party	% of Work
603.1	Madera County GIS User Group Meeting (Monthly) Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
603.2	Maintain Layer Data and Database Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	40%
603.3	Maintain Layer and Database for Bridges Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.4	Maintain Layer and Database for Bicycle Pedestrian, and Transit Networks Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	20%

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603.5	Maintain Administrative Layers for Land Use and Zoning Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	15%
603.6	Maintain Layer and Database for Disadvantaged Communities Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	15%
Total		100%

FTE: .23

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	7,800
MCTA			
FHWA-PL	6,905		
FTA-Section 5303			
STIP – PPM	895		
Other			
Subtotal	7,800	Subtotal	7,800
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	78,250
MCTA			
FHWA-PL	69,275		
FTA-Section 5303			
STIP – PPM (Match)	8,975		
Other			
Subtotal	78,250		
Total:	86,050	Total:	86,050

Work Element 604 Performance Management and Data Development

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process. To incorporate CAPTI objectives, such as strategically invest in state of good repair improvements, enhance transportation safety and security, and improve goods movement and infrastructure.

Discussion

The MAP-21 and FAST Acts established new performance management requirements to ensure that MPOs improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds. The performance measures (PM) for the Federal highway programs include:

- PM 1: HSIP and Safety Performance
- PM 2: Pavement and Bridge Condition Performance
- PM 3: System Performance/Freight/CMAQ Performance

Performance Measure 1: The Safety PM Final Rule supports the data-driven performance focus of the HSIP and establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The reporting cycle for the Safety PM is annual and there are no penalties for not meeting targets.

Performance Measure 2: MAP-21 and subsequent Federal rulemaking established Federal regulations that require the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures related for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. The specific performance measures are:

- Pavement Performance of the NHS

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavements in Poor condition
- Percentage of non-Interstate pavements in Good condition
- Percentage of non-Interstate pavements in Poor condition
- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor Condition

MCTC will establish targets for these measures within 180 days of the State establishing targets. MCTC must establish 2 and 4-year targets for these measures and agree to plan or program projects so that they contribute toward accomplishment of the State performance targets or by establishing quantifiable targets for these measures for the MPA.

Performance Measure 3: Seven performance measures related to the performance of the Interstate and non-Interstate National Highway System were also established for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The measures are:

- Performance of the NHS:
 1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure).
 2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
 3. Percent change in tailpipe CO₂ emissions on the NHS compared to the calendar year 2017 level (referred to as the Greenhouse Gas (GHG) measure). This measure was repealed on May 31, 2018.
- Freight Movement on the Interstate System:
 4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).
- CMAQ Program Traffic Congestion:
 5. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure).
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel.
- CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction.

The measure's applicability and reporting requirement depend on each MPA location and size.

The U.S. Department of Transportation encourages state DOTs and MPOs to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The performance-based planning activities require regular coordination with Federal,

State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans. MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM3 Second Performance Period 2022-2026.

Product

1. Annual Safety targets (PM 1) setting for the region.

Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> • Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews. • Coordinate with local agencies in regard to data and target setting. • Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets • Participation in Technical Advisory Group meetings for Performance Measures. • Participate in training, workshops, meetings, and related activities <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	40%

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604.2	<p>Monitoring</p> <ul style="list-style-type: none"> • Monitor PM1 performance targets • Monitor PM2 performance targets and report processes for local agencies for performance measures. • Monitor PM3 performance targets • Monitor State and Federal guidance related to performance measures. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as required)</p>	45%
604.3	<p>Target Setting</p> <ul style="list-style-type: none"> • Annually establish PM1 performance targets <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
604.4	<p>Public Safety Awareness Through Social Media</p> <ul style="list-style-type: none"> • Post safety related information in social media to keep the public apprised of traffic and weather situations that might impact travel safety conditions. • Share safety information from Caltrans, FHWA, via MCTC social media. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as needed)</p>	5%
	Total	100%

FTE: .15

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,305	Direct Wages/Benefits plus Indirect:	46,247
MCTA			
FHWA-PL	40,942		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	46,247		
Total:	46,247	Total:	46,247

Work Element 605 Regional Traffic Monitoring Program

Objective

To maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, tribal governments, and the public, and as a validation tool for the county wide traffic model and VMT monitoring requirements. To incorporate CAPTI objectives, as appropriate.

Discussion

MCTC utilizes contracts with survey professionals to conduct traffic counts, and MCTC then prepares the Traffic Monitoring Program report. Staff and the consultant developed a standardized quadrennial regional count program with the assistance from the local agencies.

MCTC also maintains the regional traffic monitoring program as a source of data to support traffic modeling activities. The Madera County Traffic Monitoring report is published annually to provide local planners and the public with up-to-date information about travel characteristics on the streets and highways system. Counts taken pursuant to this program are according to an established schedule and are not intended to supplant local agency count programs.

Highway Performance Monitoring System (HPMS)

The HPMS is a nationally recognized highway information system that collects and analyzes data on the extent, condition, performance, use and operating characteristics of the Nation's highways. Annually, local agencies, through their MPO, are requested to provide sample data on arterials and collectors for inclusion in the HPMS. MCTC coordinates the data submission to Caltrans.

Previous Work

1. Published Madera County Traffic Monitoring – 2022 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2023 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.

Tasks

Task	Description and Responsible Party	% of Work
605.1	<p>Traffic Counts</p> <ul style="list-style-type: none"> Conduct traffic counts at various locations <p>Responsible Party: Consultant (April 2024 to May 2024)</p>	70%
605.2	<p>Traffic Monitoring Support</p> <ul style="list-style-type: none"> Provide traffic monitoring support to local agencies, including tribal governments <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%
605.3	<p>Data Collection</p> <ul style="list-style-type: none"> Collect data from local agency and Caltrans traffic county programs <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
605.4	<p>HPMS Data Submission</p> <ul style="list-style-type: none"> Coordinate the submission of HPMS data to Caltrans from local agencies as required <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .04

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,090	Consultant – Traffic Counts	9,500
MCTA			
FHWA-PL	8,410		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	9,500	Subtotal	9,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,416	Direct Wages/Benefits plus Indirect:	12,345
MCTA			
FHWA-PL	10,929		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	12,345		
Total:	21,845	Total:	21,845

Public Participation Program

701 Public Participation Program

Work Element 701 Public Participation Program

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in development of MCTC's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. MCTC Staff will provide public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities. To incorporate CAPTI objectives, such as cultivating partnerships with and build capacity of community-based organizations to engage in project development.

Discussion

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – SAFETEA-LU placed emphasis on the need for the transportation planning process to provide an adequate opportunity for participation by interested citizens and consult with the Native American Tribal Governments (North Fork Rancheria and the Picayune Rancheria of the Chukchansi Indians). The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users – SAFETEA-LU required an early, proactive, and continuing public involvement in the transportation planning process and allow 45 days for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and programs.

This work element develops the structure for both a formal participation program and exploring alternative methods for providing public information about MCTC activities. Improved information access should lead to more public involvement and improved decision making. Early public participation from stakeholders and diverse interests are important and considered in identifying regional transportation problems and issues, and in the development of recommended solutions during project planning and development.

Public hearings, workshops, and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Plan; and other regional planning issues. Input received will be incorporated into the work

products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

MCTC staff developed a countywide list of low-income, minority, environmental justice, disadvantaged communities, Native American, elderly, and disabled organizations to better target traditionally underserved groups (i.e., elderly, disabled, low income and minority, African American, Hispanic, Asian American / Alaskan Native, and Pacific Islander). Additionally, for the Regional Transportation Plan (RTP) update, staff held a specific workshop within the City of Madera to address traditionally underserved communities.

MCTC staff updated the Public Participation Plan (PPP) in 2020 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014.

Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, mandates that Federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Minority populations are defined in the order as African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

Executive Order 13175 requires agencies to consult and coordinate with local tribal governments. MCTC staff does notify and consult local tribes in Madera County and as needed in the neighboring counties of our planning activities. Tribes in Madera County are invited to participate in MCTC's technical advisory meetings.

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services and implement a

system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2018 RTP consistent with Federal transportation legislation requirements as well as new state requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in January of 2020 to more concisely direct Federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison.

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated March 2021.

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2022 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2022 RTP.
7. 2015, 2018, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Title VI Plan and Limited English Proficiency Plan Update
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2024 Unmet Transit Needs.
5. Maintain and improve MCTC website and social media pages.

Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2023 to June 2024 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> Encourage bicycle and pedestrian safety education programs Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%

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701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools <ul style="list-style-type: none"> Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
701.8	Madera Community College Collaborations <ul style="list-style-type: none"> Collaborate with the Madera Community College Center to engage student community outreach and education activities Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
Total		100%

FTE: .23

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,973	Direct Wages/Benefits plus Indirect:	60,795
MCTA			
FHWA-PL	53,822		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	60,795		
Total:	87,795	Total:	87,795

Project Administration

801 Transportation Development Act

Work Element 801 Transportation Development Act

Objective

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation. To incorporate CAPTI objectives, as applicable.

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. **MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended** in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2023-24 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans. The funding of the PTMISEA program has ended and will be closing out in FY 2023/24.

MCTC is charged with administering funds from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas **emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program.** These funds have their own statutory requirements under SB 862 but are also required to meet the statutory requirements of the Transportation Development Act.

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to

fund purchases of new transit vehicles or provide operating funds pursuant to the guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2020 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2024-25 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> Prepare finding of apportionment for LTF/STA and make allocations Responsible Party: MCTC Staff (May 2024)	5%
801.2	Claims <ul style="list-style-type: none"> Review and process LTF/STA claims. Review for conformance with applicable TDA law, the RTP and SRTDP Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> • Prepare LTF/STA financial reports Responsible Party: MCTC Staff (December 2023)	15%
801.4	SSTAC Meetings <ul style="list-style-type: none"> • Conduct meetings of the SSTAC Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> • Conduct Unmet Transit Needs Hearing Responsible Party: MCTC Staff (April 2024)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> • Prepare Unmet Needs Staff Report Responsible Party: MCTC Staff (April to May 2024)	21%
801.7	Financial Records <ul style="list-style-type: none"> • Maintain appropriate financial activity records Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> • Contract for appropriate fiscal audits Responsible Party: MCTC Staff (August 2023)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> • Administer Prop 1B transit program – PTMISEA Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> • Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339 Responsible Party: MCTC Staff (July 2023 to June 2024)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> • Administer LCTOP program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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801.12	SGR Administration • Administer SGR program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.13	Triennial Performance Audit • Conduct performance audits Responsible Party: Consultant (December 2023 to March 2024)	10%
	Total	100%

FTE: .35

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	69,500	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM		Triennial Performance Audit	40,000
Other			
Subtotal	69,500	Subtotal	69,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	64,797	Direct Wages/Benefits plus Indirect:	64,797
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	64,797		
Total:	134,297	Total:	134,297

Other Activities

901 Lobbying

902 Other

Work Element 901 Lobbying

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events.

To provide funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Legislative tracking and reporting.

Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none">• Annual advocacy trips to Sacramento and Washington D.C. Responsible Party: MCTC Staff (September 2023 to March 2024)	65%
901.2	Legislative tracking <ul style="list-style-type: none">• Legislative tracking and reporting Responsible Party: MCTC Staff July 2023 to June 2024	5%

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901.3	CALCOG Conference and meetings <ul style="list-style-type: none"> State and Valley wide transportation conferences and events Responsible Party: MCTC Staff	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2024	20%
Total		100%

FTE:.04

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	78,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	89,000		
Subtotal		Subtotal	89,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	8,248
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,248		
Subtotal	8,248		
Total:	97,248	Total:	97,248

Work Element 902 Other

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offers alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the MCTC. Through these activities, MCTC hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups, and community-based organizations. MCTC staff will continue to address tribal concerns through a consultation process.

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measures. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into

neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the state Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.

- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded service.

Intelligent Transportation Systems (ITS)

MCTC participated in the Valleywide Intelligent Transportation Systems (ITS) Implementation Committee for the San Joaquin Valley. The ITS plan for the San Joaquin Valley was completed in November 2001. The San Joaquin ITS SDP provides an analysis of needed functional areas, development of a regional ITS architecture, and a recommendation of projects for deployment. Staff continues to participate on the San Joaquin Valley.

ITS architecture maintenance team is to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs. The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The ALUCP was adopted in 2015.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.

Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to

Freeway Service Patrol program.

3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
5. Staff reports on aviation issues.

Tasks

Task	Description and Responsible Party	% of Work
902.1	Rideshare Program <ul style="list-style-type: none"> Represent rideshare program as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
902.2	Rideshare Promotional Materials <ul style="list-style-type: none"> Provide rideshare promotional materials as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.3	Develop Promotional Materials <ul style="list-style-type: none"> Develop/print promotional materials. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.4	Maintain and update TDM activities on MCTC website Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.5	Community Outreach <ul style="list-style-type: none"> Conduct community outreach activities as needed. Responsible Party: MCTC Staff (July 2020 to June 2023)	10%
902.6	Participate in CalVans joint powers agency Responsible Party: MCTC Staff (As Required)	15%
902.7	Coordination of Trip Reduction Programs <ul style="list-style-type: none"> Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%

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902.8	Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol). Responsible Party: MCTC Staff (July 2022 to December 2022)	15%
902.9	Review Planning issues related to aviation systems planning <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.10	Provide staff analysis of available funding resources for aviation planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements <ul style="list-style-type: none"> • Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

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902 Other

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	26,550	Board Costs and Other Expenses	26,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING			
Other			
Subtotal	26,550	Subtotal	26,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	39,366	Direct Wages/Benefits plus Indirect:	39,366
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	39,366		
Total:	65,916	Total:	65,916

Overall Work Program

1001 Overall Work Program

Work Element 1001 Overall Work Program

Objective

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line-item budget.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2024-25 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none">Initiate OWP development processReview IPG and State OWP Guidelines Responsible Party: MCTC Staff (November 2023 to February 2024)	35%
1001.2	Project Identification <ul style="list-style-type: none">Identify local project needs through public input Responsible Party: MCTC Staff (October 2023 to February 2024)	15%
1001.3	Circulation <ul style="list-style-type: none">Develop and circulate Draft OWP and Budget for public and agency review Responsible Party: MCTC Staff (February 2024 to March 2024)	10%

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1001.4	Adoption <ul style="list-style-type: none"> Complete OWP Adopt OWP with compliance certifications and process agreement Responsible Party: MCTC Staff (April 2024)	5%
1001.5	Reporting <ul style="list-style-type: none"> Complete Quarterly Reports Responsible Party: MCTC Staff (Quarterly July 2023 to June 2024)	30%
1001.6	Closeout <ul style="list-style-type: none"> Complete closeout reports FY 22-23 Responsible Party: MCTC Staff (August-September 2023)	5%
Total		100%

FTE: .19

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	44,248
MCTA			
FHWA-PL	39,173		
FTA-Section 5303			
STIP – PPM (Match)	5,075		
Other			
Subtotal	44,248		
Total:	44,248	Total:	44,248

Measure “T” Administration

1101 MCTA Administration

Work Element 1101 MCTA Administration

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2021 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits.
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

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5. Annual Work Program.
6. **Administration of Citizens' Oversight Committee.**
7. **Planning, Programming and Monitoring of Measure "T" projects.**
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2024)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2023, June 2024)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.7	Conduct Fiscal Audit Responsible Party: Consultant (October to December 2023)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.9	Attend conferences including Focus on the Future (November 2023)	5%
	Total	100%

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FTE: .27

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	40,000
MCTA	423,000	Conf/Travel/Other Costs	33,000
FHWA-PL		Consultant	350,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	423,000	Subtotal	423,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	53,924
MCTA	53,924		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,924		
Total:	476,924	Total:	476,924

FY 2023-24 Overall Work Program

				Funds Available by Revenue Source												
		MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FTA 5303	FTA 5303 Carryover 22-23	Total
Carryover Prior Years					151,045		5,000	0	130,000	163,528	0		228,502	0	2,948	681,023
Current Year Allocation					345,795	100,000	471,924	78,000	0	164,209	793,730	22,487	0	68,890	0	2,045,035
Carryover to Future Year					(120,487)	(2,752)										(123,239)
Total Available Funds		1,378,769	1,224,050	2,602,819	376,353	97,248	476,924	78,000	130,000	327,737	793,730	22,487	228,502	68,890	2,948	2,602,819

7/14/2023 12:32		Expenditures by Agency				Expenditures by Revenue Source												
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FTA 5303	FTA 5303 Carryover 22-23	Total
101	Regional Transportation Plan	196,318		196,318	20,160	2,358			0				155,600		18,200			196,318
102	Regional Housing Planning Program	10,000	120,000	130,000	0	0			0		130,000		0					130,000
104	F Oakhurst Multimodal Corridor Study FY 22-23, 23-24	25,000	300,000	325,000	37,278				0			287,722	0					325,000
105	F Regional Growth Forecast FY 23-24	5,200	40,000	45,200	5,184				0			40,016	0					45,200
201	Transit Planning	81,145		81,145	8,925	382			0				0			68,890	2,948	81,145
202	Rail Planning	32,078		32,078	32,078				0				0					32,078
301	Active Transportation Planning - CS	144,658		144,658	0				16,592				105,579	22,487				144,658
401	Routes, Corridors, and Routes of Regional Significance	81,550		81,550	0	9,354			0				0		72,196			81,550
501	Transportation Development Program	186,134		186,134	21,350				0				164,784					186,134
502	Project Coordination & Financial Programming	34,936		34,936	0				34,936				0					34,936
601	Travel Demand Model Management	82,030	102,700	184,730	9,409	11,780			0				72,621		90,920			184,730
602	Air Quality Modeling	91,500	9,000	100,500	0				10,495	1,032			81,005		7,968			100,500
603	GIS and Mapping Resources	78,250	7,800	86,050	0				8,975	895			69,275		6,905			86,050
604	Performance Management and Data Development	46,247		46,247	5,305	0			0				40,942					46,247
605	Regional Traffic Monitoring Program	12,345	9,500	21,845	1,416	1,090			0	0			10,929		8,410			21,845
701	Public Participation Program	60,795	27,000	87,795	6,973	3,097			0				53,822		23,903			87,795
801	Transportation Funds Admininstration	64,797	69,500	134,297	134,298				0				0					134,298
901	Lobbying	8,248	89,000	97,248	0		97,248		0				0					97,248
902	Other Activities	39,366	26,550	65,916	65,916				0				0					65,916
1001	Overall Work Program	44,248		44,248	0				5,075				39,173					44,248
1101	MCTA Administration	53,924	423,000	476,924	0			476,924	0				0					476,924
Total Expenditures		1,378,769	1,224,050	2,602,819	348,292	28,061	97,248	476,924	76,073	1,927	130,000	327,737	793,730	22,487	228,502	68,890	2,948	2,602,819
					376,353				78,000					1,044,719		71,838		

Madera County Transportation Commission
2023-24 Amended Budget
14-Jul-23

Revenues	23-24 Budget	Amend #1	Amended Budget
FHWA PL	\$793,730		\$793,730
Complete Street PL	\$22,487		\$22,487
FHWA PL Carryover	\$228,372	\$130	\$228,502
FTA 5303	\$68,890		\$68,890
FTA 5303 Carryover	\$2,948		\$2,948
STIP Carryover	\$0		\$0
STIP Planning	\$78,000		\$78,000
SB-1 Sustainable Communities 23-24	\$164,209		\$164,209
SB-1 Sustainable Communities 22-23	\$164,974	(\$1,446)	\$163,528
SB-1 Sustainable Communities 21-22	\$0		\$0
SB-1 Sustainable Communities 20-21	\$0		\$0
REAP Housing	\$130,000		\$130,000
TDA Carryover	\$5,039	\$25,519	\$30,558
TDA Administration	\$120,000		\$120,000
TDA Planning	\$225,795		\$225,795
Member Assessment Fees	\$96,866	\$382	\$97,248
MCTA Carryover	\$0		\$0
MCTA	\$469,912	\$7,012	\$476,924
Other	\$0		\$0
Total Revenues	\$2,571,222	\$31,597	\$2,602,819
Non-cash information			
Toll Credits (PL)	\$0		\$0
Toll Credits (5303)	\$0		\$0
Expenses	23-24 Budget		Amended Budget
Salaries & Benefits			
Salaries	\$789,644		\$789,644
ICMA 401(a)	\$114,088		\$114,088
FICA, Employer	\$47,269		\$47,269
Medicare	\$11,450		\$11,450
Worker's Compensation	\$3,792		\$3,792
Health	\$133,033	\$1,485	\$134,518
Unemployment Insurance	\$896	\$112	\$1,008
Subtotal Salaries & Benefits	\$1,100,172	\$1,597	\$1,101,769
	Direct		\$618,293
	Indirect		\$483,476
Indirect Costs			
Admin Consulting Services	\$0	\$40,000	\$40,000
Advertising/Publications	\$2,000		\$2,000
Auto & Cell Allowance	\$4,200		\$4,200
Computer Software	\$8,000		\$8,000
Conference/Training/Education	\$8,000		\$8,000
Equipment Leases	\$9,000		\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000		\$4,000
Insurance	\$1,000		\$1,000
Janitorial Services	\$2,000		\$2,000
Legal Services	\$20,000		\$20,000
MCTC Audit	\$24,000	\$1,000	\$25,000
Membership Fees	\$2,000		\$2,000
Miscellaneous	\$6,000		\$6,000
Office Furniture	\$2,000		\$2,000
Office Supplies	\$6,000		\$6,000
Postage	\$1,000		\$1,000
Rent	\$70,000		\$70,000
Technology Related Equipment & Repairs	\$32,000		\$32,000
Telephone/Internet/Website	\$13,000		\$13,000
Travel Expenses	\$5,000		\$5,000
Utilities	\$10,000		\$10,000
Valley Coordination	\$6,800		\$6,800
Subtotal Indirect Costs	\$236,000	\$41,000	\$277,000
Other Direct Costs			
Air Quality (Consultant)	\$9,000		\$9,000
Board Costs and Other Costs	\$37,550		\$37,550
Consultant (SB-1 Planning Grant)	\$355,000	(\$15,000)	\$340,000
Consultant (Public Outreach Coordination)	\$0		\$0
Consultant (Regional Housing Program)	\$120,000		\$120,000
Consultant (Measure Renewal)	\$350,000		\$350,000
Consultant (Lobbying&Intergovernmental)	\$78,000		\$78,000
MCTA Tax Recovery Services	\$10,000		\$10,000
MCTA Conference(s)/Travel	\$8,000		\$8,000
MCTA Fin Asst/Audits/Annual Report	\$36,000	\$4,000	\$40,000
MCTA Project Development	\$6,000		\$6,000
MCTC TDA Audits	\$15,000		\$15,000
MCTC TDA Other Admin Costs	\$7,500		\$7,500
Other MCTA Costs	\$9,000		\$9,000
Public Participation Program	\$30,000		\$30,000
RTP EIR	\$0		\$0
RTP/SCS Development	\$0		\$0
Technical/Modeling On-Call Services	\$100,000		\$100,000
Traffic Model & GIS Support	\$10,500		\$10,500
Traffic Monitoring Program	\$9,500		\$9,500
Translation Services	\$4,000		\$4,000
Triennial Performance Audits	\$40,000		\$40,000
Subtotal Other Direct Costs	\$1,235,050	(\$11,000)	\$1,224,050
Total Expenses	\$2,571,222	\$31,597	\$2,602,819
	\$0	\$0	\$0



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 8-E

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Extension of Expenditures – City of Madera FY 2019/20 RSTP Exchange Funds

Enclosure: Yes

Action: Approve Extension Request

SUMMARY:

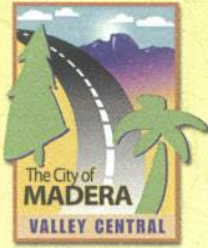
The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. This program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects.

The State of California distributes the funds to regional agencies and counties based on population. The Madera County Transportation Commission (MCTC) is permitted to participate in an exchange of these federal funds to nonfederal State Highway Account funds. This exchange allows for greater flexibility with fewer administrative burdens.

Upon receipt of the funds, the Commission enters into an agreement with the local agencies to certify that the local agency will comply with all the applicable rules and regulations of the RSTP Exchange program, including the timely use of funds. Per the agreement agencies have 3 years to spend the funds. The City of Madera has submitted a request to extend the deadline for their FY 19/20 funds that are scheduled to lapse on August 20, 2023. Staff recommends the approval of the extension request for one additional year, to August 20, 2024. If the City is unable to spend all the FY 2019/20 funds by this date, then the funds will revert to MCTC to allocate to a different project and/or jurisdiction before the funds lapse to the State.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



July 11, 2023

Patricia Taylor, Executive Director
 Madera County Transportation Commission
 2001 Howard Road, Suite 201
 Madera, CA 93637

Subject: FY 2019/20 RSTP Exchange Funds

Dear Tricia,

The City of Madera respectfully requests an extension for the Fiscal Year (FY) 2019/20 RSTP Exchange Funds that are lapsing on August 20, 2023 per the Master Agreement. The projects scheduled to utilize those funds have incurred substantial delays prohibiting the City's ability to finalize bid documents in time to award contracts this year. Modifying the application to include other eligible projects would create a net loss of funds because the funding for the alternate project (transportation impact fees identified specifically for bridges) could not be used on the projects initially slated to receive RSTP funds.

The FY 2019/20 RSTP Exchange Funds application proposed two projects:

- Olive Avenue Widening, City Project R-10
- Lake/4th/Central Intersection Improvements Project, City Project R-57

The Olive Avenue project has been stalled due to approvals needed from UPRR for both the current utility undergrounding project and the ultimate widening of the UPRR crossing. Approximately \$200,000 of the utility undergrounding project remains encumbered while we wait for approvals from UPRR to complete the installation of the electrical conduit for conversion from overhead to underground. A portion of the overall project is to be split off and bid separately as the Olive Avenue/Knox Street Improvements that will include road widening and a new traffic signal. That project is scheduled to go out to bid this fall.

The Lake/4th/Central Intersection Improvement project is also funded with CMAQ funds and Local Transportation Funds to match. We have recently received the Authorization to Proceed with the right of way phase. There were delays associated with the environmental reviews that caused delays in submitting the Request for Authorization for the right of way phase to Caltrans.

We do not foresee an issue meeting the expenditure requirements for both the FY 2019/20 and FY 2020/21 RSTP Exchange funds next year. There are two additional projects that will be moving forward with expenditures planned for FY 2023/24. The table below captures claims to date, encumbrances, and projected expenditures in FY 2023/24.

FY 2023/24 RSTP Exchange Fund Expenditure Schedule		
	FY 19/20 RSTP Funds	FY 20/21 RSTP Funds
RSTP Funds provided via Master Agreement	\$791,212	\$933,957
Claimed to date	\$129,032	-0-
Encumbered for Olive Avenue Utility Undergrounding, Lake/4 th /Central	\$139,494	-0-
Olive/Knox Street Improvements 23/24 Expenditures	\$494,846	\$205,154
Olive Avenue Widening Project 23/24 Expenditures	unknown	\$108,803
Lake/4 th /Central 23/24 Expenditures	\$28,000	\$20,000
Lake/Sherwood Traffic Signal 23/24 Expenditures		\$500,000
Almond Avenue Extension 23/24 Expenditures		\$100,000

Thank you very much for your consideration in this matter. If you have any questions or would like additional information, please reach out to Ellen Bitter, Deputy City Engineer, or myself.

Sincerely,



Keith Helmuth
City Engineer

C: Ellen Bitter, Deputy City Engineer
Troy McNeil, Deputy Director/Fiscal Supervisor, MCTC



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 9-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Executive Director Employment Agreement – 2019-03, Resolution 23-08

Enclosure: Yes

Action: Approve Executive Director Employment Agreement – 2019-03, Resolution 23-08

SUMMARY:

The MCTC Policy Board conducted a closed session at its May 17, 2023 meeting. The closed session item was as follows:

- A. *Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))*
- B. *Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Commission Negotiators: Chair Waseem Ahmed, Vice Chair Leticia Gonzalez, and
Commissioner Jose Rodriguez
Employee: Patricia Taylor*

The Amendment 2019-03 to the Executive Director Contract reflects the following by Resolution 23-08:

- Commencing July 1, 2023, EMPLOYEE shall be entitled to a one-time one percent (1%) COLA in addition to the regular annual COLA of one percent (1%) per year (for a total COLA of two percent (2%)) of EMPLOYEE'S compensation in effect at that time.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget

RESOLUTION NO. 23-08**A RESOLUTION OF THE MADERA COUNTY TRANSPORTATION COMMISSION APPROVING THE THIRD AMENDMENT TO EMPLOYMENT AGREEMENT OF EXECUTIVE DIRECTOR**

WHEREAS, the Madera County Transportation Commission (hereinafter “Commission”) has employed Patricia Taylor (hereinafter “Employee”) as Executive Director since May 19, 1999; and

WHEREAS, effective July 1, 2019, Commission entered into a three-year employment agreement with Employee known as Contract No. 2019-01 (Employment Agreement: Executive Director, Madera County Transportation Commission) (hereinafter “Agreement”), for the period July 1, 2019 through June 30, 2022; and

WHEREAS, effective July 1, 2020, the Commission and Employee entered into the “First Amendment to Employment Agreement of Executive Director, Contract No.: 2019-01” (hereinafter “First Amendment”) which amended and updated the Agreement; and

WHEREAS, effective July 1, 2022, the Commission and Employee entered into the “Second Amendment to Employment Agreement of Executive Director Contract No.: 2019-01” (hereinafter “Second Amendment”) which amended and updated the Agreement; and

WHEREAS, the Commission now desires to further amend the Agreement to account for and provide for a cost of living adjustment (“COLA”) to the Executive Director’s compensation.

NOW, THEREFORE, the Board of the Madera County Transportation Commission resolves as follows:

Section 1. The Board hereby approves the Third Amendment to the Agreement, as attached.

Section 2. All other terms and conditions of the Agreement shall remain the same, as may have been otherwise amended, throughout the term of the Agreement unless otherwise modified by further Board action.

The forgoing resolution was ADOPTED this ____ day of July, 2023 by the following vote:

Commissioner Ahmed, Chair, voted: _____

Commissioner Gonzalez, Vice-Chair voted: _____

Commissioner Gallegos voted: _____

Commissioner Poythress voted: _____

Commissioner Rodriguez voted: _____

Commissioner Rogers voted: _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

**MADERA COUNTY TRANSPORTATION COMMISSION
THIRD AMENDMENT TO EMPLOYMENT AGREEMENT OF EXECUTIVE
DIRECTOR, CONTRACT NO. 2019-01**

This Third Amendment to the Employment Agreement of Executive Director, (hereinafter “Third Amendment”) is hereby entered into and made effective July 1, 2023, by and between the Madera County Transportation Commission (hereinafter “Commission”) and Patricia Taylor, an individual (hereinafter “Employee”) and modifies and amends the existing Contract No. 2019-01 (Employment Agreement: Executive Director, Madera County Transportation Commission) (hereinafter “Agreement”) as amended by the “First Amendment to Employment Agreement of Executive Director, Contract No.: 2019-01” (hereinafter “First Amendment”) and “Second Amendment to Employment Agreement of Executive Director, Contract No.: 2019-01” (hereinafter “Second Amendment”).

RECITALS

WHEREAS, the Madera County Transportation Commission (hereinafter “Commission”) has employed Patricia Taylor (hereinafter “Employee”) as Executive Director since May 19, 1999; and

WHEREAS, effective July 1, 2019, Commission entered into the Agreement with Employee for the period July 1, 2019 through June 30, 2022; and

WHEREAS, effective July 1, 2020, the Commission and Employee entered into the First Amendment which amended and updated the Agreement; and

WHEREAS, effective July 1, 2022, the Commission and Employee entered into the Second Amendment which amended and updated the Agreement; and

WHEREAS, the Commission and Employee now desire to further amend the Agreement to account for and provide for a cost of living adjustment (“COLA”) to the Executive Director’s compensation.

AGREEMENT

1. Section 2.3 of the Agreement as amended is hereby amended to read in its entirety as follows:

2.0 Compensation and Reimbursement.

...

2.3 Cost of Living Adjustment

Commencing July 1, 2019, EMPLOYEE shall be entitled to a one percent (1%) per year cost of living adjustment (“COLA”) to the above-stated compensation. Notwithstanding, for the period of July 1, 2020 through June 30, 2021, EMPLOYEE shall be entitled to a one-time, one and one-half percent (1.5%) cost of living adjustment (“COLA”) to the above-stated compensation. Furthermore, commencing July 1, 2022, EMPLOYEE shall be entitled to an additional one-time, two percent (2%) COLA to EMPLOYEE’S compensation in effect at that time. Additionally, commencing July 1, 2023, EMPLOYEE shall be entitled to a one-time one percent (1%) COLA in addition to the regular annual COLA of one percent (1%) per year (for a total COLA of two percent (2%)) of EMPLOYEE’S compensation in effect at that time.

3. Except as so modified and amended, all remaining terms, conditions and benefits of the Agreement, as amended by the First Amendment and Second Amendment, shall remain unchanged and are incorporated herein by reference.

IN WITNESS WHEREOF, the Commission has caused this Third Amendment to be signed and executed on its behalf by its duly appointed officer and attested by its officers thereunto duly authorized, and Employee has signed and executed this Third Amendment.

MADERA COUNTY TRANSPORTATION COMMISSION _____ CHAIR	EXECUTIVE DIRECTOR _____ PATRICIA TAYLOR
ATTEST: _____ _____, Clerk	
APPROVED AS TO FORM: ALESHIRE & WYNDER, LLP _____ SHANNON L. CHAFFIN, General Counsel	



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 9-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

October MCTC Policy Board Meeting date change to October 25, 2023

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

This staff report is a friendly reminder that the originally scheduled **MCTC Policy Board meeting** for Wednesday, October 18, 2023, has been rescheduled to **Wednesday, October 25, 2023, at 3:00pm.**

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

HdL Newsletter 4th Quarter 2022 – Measure T Sales Tax Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in the packet for your information is the 4th Quarter Measure T Newsletter from HdL.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

MADERA COUNTY MEASURE T

SALES TAX UPDATE

4Q 2022 (OCTOBER - DECEMBER)



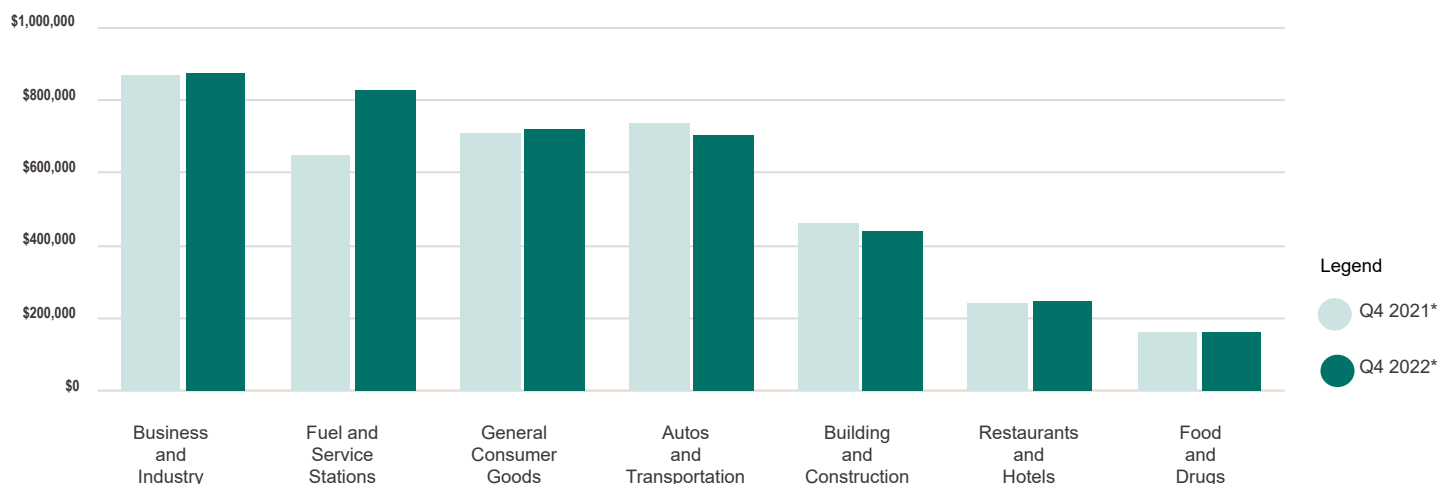
MADERA COUNTY MEASURE T

TOTAL: \$ 4,013,797

4.2%
4Q20224.6%
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 October through December were 7.4% above the fourth sales period in 2021. Excluding reporting aberrations, actual sales were up 4.2%.

Fuel receipts remained strong as prices to fill up remained elevated. Crude oil and pump prices have been declining recently and

less demand is anticipated in calendar year 2023. The restaurant-hotel group delivered modest gains. Although, both quick service and casual venues faced fewer visits from patrons compared to the prior year with higher menu pricing.

Sales weakened in multiple sectors due to pricing pressures on essentials such as

food, housing, and energy as federal policy makers continue to take action to cool consumer demand. Mixed results in autos-transportation as area residents continued to purchase new cars despite increasing financing rates, but other segments including used vehicle sales dropped for lower returns overall. Local retailers saw a drop in foot traffic which was partially offset by an increase in online shopping.

Business-industry investment slowed with reduced garden agriculture supply receipts, but some gains in the medical/biotech field. Several businesses in the building sector had diminished sales as permits issued for construction and projects have been falling impacting sales at local material retailers.

Net of aberrations, taxable sales for all of Madera County rose by 1.9%, while the San Joaquin Valley gained 5.4%.

TOP NON-CONFIDENTIAL BUSINESS TYPES

Madera County Measure T			HdL State	
Business Type	Q4 '22*	Change	Change	
Service Stations	691.4	24.1% ↑	7.5%	↑
New Motor Vehicle Dealers	389.6	9.9% ↑	12.5%	↑
General Merchandise	229.5	11.1% ↑	20.2%	↑
Contractors	207.3	0.1% ↑	11.6%	↑
Building Materials	187.6	-7.4% ↓	2.1%	↑
Garden/Agricultural Supplies	144.6	-12.9% ↓	-5.6%	↓
Warehouse/Farm/Const. Equip.	138.2	-2.0% ↓	4.1%	↑
Used Automotive Dealers	134.8	-21.9% ↓	-18.4%	↓
Petroleum Prod/Equipment	125.2	48.5% ↑	28.3%	↑
Discount Dept Stores	120.4	-4.3% ↓	7.7%	↑

*Allocation aberrations have been adjusted to reflect sales activity

*In thousands of dollars



STATEWIDE RESULTS

California's local one cent sales and use tax receipts for sales during the months of October through December were 4.7% higher than the same quarter one year ago after adjusting for accounting anomalies. A holiday shopping quarter, the most consequential sales period of the year, experienced solid results which lifted revenue to local agencies across the State.

Overall, general consumer goods growth was up a meager 1.8%, in large part from merchants also selling gas as prices remained elevated over last year. Otherwise, many brick and mortar retailers experienced mixed results as the phenomenal prior year activity made for an extremely difficult comparison. This was especially true for jewelry stores receipts which had soared tremendously after the pandemic as consumers diversified readily available cash into other assets.

Commuters and seasonal travelers were again burdened with gas prices above \$5 per gallon in most of the State, leaving fuel-service stations 10% higher than a year ago. However, this trend did not

distract from spending at local restaurants and hotels. Increased menu prices and return-to-office workplaces enhanced gains, with the Bay Area experiencing it's greatest amount of post-pandemic rebound.

Although inventory shortages negatively impacted unit sales and leasing activity throughout 2022, year-end returns by new car dealers, especially high-end luxury and electric/hybrid brands, sustained auto-transportation sector gains. In contrast, rising interest rates and higher gas prices pulled trailer-RV revenues lower. Steady housing demand and pend up construction projects delayed by supply chain interruptions have contractors contributing the majority of growth within the building-construction sector. With rising interest rates tempering selling activity, property owners are still likely to maintain home improvement spending.

Use taxes remitted via the countywide pools rose a scant 0.3%. While national ecommerce spending behaviors climbed upward again, expansion of more in-state fulfilment centers plus retailers

using existing locations to deliver goods tied to online orders shifted taxes away from pools. The offsetting effect was these dollars being directed to local agency's coffers where the goods resided. This evolving trend is anticipated to persistently weaken taxes coming from the pools in the near term.

Looking back, calendar year 2022 exhibited a 9.5% surge in tax receipts compared to 2021. Each of the eight major tax categories all reported greater returns. Most influential was inflation that drove up prices on everything from normal daily purchases to vehicles. Secondarily, all-time peak global crude oil costs had fuel seller's payments skyrocketing.

Heading into 2023, additional interest rate hikes along with consumer sentiment waning about the economy foretells minimal change coming from California's taxable sales in the months ahead.

MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 4th Quarter 2021 *

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
Fresno Co.	-0.2%	-0.8%	3.5%	12.0%	6.6%	0.0%	4.4%
Kern Co.	-0.6%	0.3%	80.5%	4.7%	15.5%	-1.0%	2.7%
Kings Co.	-8.9%	8.9%	32.2%	-0.9%	9.3%	-1.0%	4.0%
Madera Co.	-7.3%	-3.9%	-3.2%	-1.5%	21.6%	-1.8%	4.2%
Merced Co.	-5.6%	9.0%	6.5%	-1.1%	8.3%	-0.7%	2.1%
San Joaquin Co.	0.8%	0.4%	3.5%	0.2%	7.5%	-3.5%	4.2%
Stanislaus Co.	-4.6%	-5.9%	12.2%	-3.7%	14.0%	-2.4%	3.6%
Tulare Co.	-4.4%	12.6%	-8.9%	7.3%	9.7%	-0.3%	4.5%

*Allocation aberrations have been adjusted to reflect sales activity



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 10-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Focus on the Future 2023 Conference

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

This year's Focus on the Future 2023 Conference will be held October 29-31, 2023 at the Marriott Marquis, San Francisco.

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

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

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 10-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure "T" Fund Compliance Audit Report for FY ending June 30, 2022: City of Chowchilla

Enclosure: Yes

Action: Accept Measure T Compliance Audit Report for FY ending June 30, 2022: City of Chowchilla

SUMMARY:

MCTC has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2022, for the City of Chowchilla. This report was completed in accordance with Section 99245 of the Public Utilities Code by Price Paige & Company.

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

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND**

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

**FOR THE YEAR ENDED
JUNE 30, 2022**

CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
JUNE 30, 2022

Item 10-10-C.

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Measure "T" Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure "T" Fund of the City of Chowchilla, California, as of June 30, 2022, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Emphasis of Matter

As discussed in Note 1, the financial statements of the Measure "T" Fund of the City of Chowchilla, are intended to present the financial position and changes in financial position of the Measure "T" Fund of the City of Chowchilla. They do not purport to, and do not present fairly the financial position of the City, as of June 30, 2022, and the changes in its financial position, for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

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

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

tel 559.299.9540

fax 559.299.2344

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 12-13 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City of Chowchilla's Measure "T" fund financial statements. The accompanying Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source (the Schedules) are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 1, 2023, on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
June 1, 2023

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FINANCIAL STATEMENTS

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
BALANCE SHEET
JUNE 30, 2022**

Item 10-10-C.

ASSETS

Current assets:

Cash and investments	\$ 1,443,405
Due from MCTA	<u>308,188</u>

Total assets	<u><u>\$ 1,751,593</u></u>
--------------	----------------------------

LIABILITIES

Current liabilities:

Accounts payable	\$ <u>-</u>
------------------	-------------

Total liabilities	<u>-</u>
-------------------	----------

DEFERRED INFLOWS OF RESOURCES

Unavailable revenues	<u>308,188</u>
----------------------	----------------

Total deferred inflows of resources	<u>308,188</u>
-------------------------------------	----------------

FUND BALANCE

Restricted for highway and streets	<u>1,443,405</u>
------------------------------------	------------------

Total fund balance	<u>1,443,405</u>
--------------------	------------------

Total liabilities, deferred inflows of resources and fund balance	<u><u>\$ 1,751,593</u></u>
--	----------------------------

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
FOR THE YEAR ENDED JUNE 30, 2022**

Item 10-10-C.

REVENUES

Measure "T" sales tax	\$ 418,587
Interest	<u>4,661</u>
Total revenues	<u>423,248</u>

EXPENDITURES

Current:

Highway and streets	<u>50,123</u>
Total expenditures	<u>50,123</u>

Excess (deficiency) of revenues over (under) expenditures	<u>373,125</u>
---	----------------

OTHER FINANCING SOURCES (USES)

Transfers out	<u>(386,107)</u>
Total other financing sources (uses)	<u>(386,107)</u>

Net change in fund balance	(12,982)
----------------------------	----------

Fund balance - beginning	<u>1,456,387</u>
--------------------------	------------------

Fund balance - ending	<u>\$ 1,443,405</u>
-----------------------	---------------------

The notes to the financial statements are an integral part of this statement.

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE “T” FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022**

Item 10-10-C.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION

Description of Reporting Entity

The accompanying financial statements present only the Measure “T” Transportation Sales Tax Fund as recorded in the Measure “T” Fund of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

Basis of Accounting and Measurement Focus

The financial statements of the Measure “T” Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Measure “T” Fund’s accounting policies are described below.

The Measure “T” Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are restricted, committed, or assigned to expenditures for specified purposes. Governmental funds are accounted for on a “current financial resources” measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the Measure “T” Fund are intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Due from Madera County Transportation Authority (MCTA)

Due from MCTA consists of the Measure “T” allocations due from Madera Commission Transportation Authority. As of June 30, 2022, the balance of \$308,189 is due to the third quarter, fourth quarter and excess disbursements of the fiscal year 2022 Measure “T” allocations.

Unavailable Revenue

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. The City received the third quarter, fourth quarter and excess allocations of fiscal year 2022 Measure “T” monies after the available period (60 days after year-end). As of June 30, 2022, the City’s total unavailable revenues were \$308,189.

CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022

Item 10-10-C.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION (Continued)

Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

Unassigned

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

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2022**

Item 10-10-C.

NOTE 2 – CASH AND INVESTMENTS

The Measure "T" Fund participates in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the funds as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the year ended June 30, 2022, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes of the City's financial statements.

NOTE 3 – TRANSFERS

Transfers for the year ended June 30, 2022 are summarized as follows:

	<u>Transfers Out</u>
Measure T Fund	\$ 386,107

Measure T Fund transferred \$386,107 to Streets and Roads (LTF) for street maintenance and operational costs.

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE – BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2022

Item 10-10-C.

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Measure "T" sales tax	\$ 465,080	\$ 465,080	\$ 418,587	\$ (46,493)
Interest	6,902	6,902	4,661	(2,241)
Total revenues	<u>471,982</u>	<u>471,982</u>	<u>423,248</u>	<u>(48,734)</u>
EXPENDITURES				
Current:				
Highway and streets	<u>450,000</u>	<u>450,000</u>	<u>50,123</u>	<u>399,877</u>
Total expenditures	<u>450,000</u>	<u>450,000</u>	<u>50,123</u>	<u>399,877</u>
Excess (deficiency) of revenues over (under) expenditures	<u>21,982</u>	<u>21,982</u>	<u>373,125</u>	<u>351,143</u>
OTHER FINANCING SOURCES (USES)				
Transfers out	<u>(532,849)</u>	<u>(532,849)</u>	<u>(386,107)</u>	<u>146,742</u>
Total other financing sources (uses)	<u>(532,849)</u>	<u>(532,849)</u>	<u>(386,107)</u>	<u>146,742</u>
Net change in fund balance	<u>\$ (510,867)</u>	<u>\$ (510,867)</u>	<u>(12,982)</u>	<u>\$ 497,885</u>
Fund balance - beginning			<u>1,456,387</u>	
Fund balance - ending			<u>\$ 1,443,405</u>	

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEAR ENDED JUNE 30, 2022**

Item 10-10-C.

NOTE 1 – BUDGETARY INFORMATION

The City of Chowchilla, California (the City) establishes annual budgets for the Measure "T" Fund. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the Finance Department, as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year in which the applicable purchase orders are to be made. Budgeted amounts are maintained as originally adopted until further amended as described above. The level of control (level at which expenditures may not exceed budget) is at the fund levels for the Measure "T" Fund.

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SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
BALANCE SHEET BY FUNDING SOURCE
JUNE 30, 2022**

Item 10-10-C.

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Fund Total
ASSETS					
Current assets:					
Cash and investments	\$ 588,422	\$ 534,433	\$ 161,693	\$ 158,857	\$ 1,443,405
Due from MCTA	<u>150,336</u>	<u>133,799</u>	<u>12,027</u>	<u>12,027</u>	<u>308,189</u>
Total assets	<u>\$ 738,758</u>	<u>\$ 668,232</u>	<u>\$ 173,720</u>	<u>\$ 170,884</u>	<u>\$ 1,751,594</u>
LIABILITIES					
Current liabilities:					
Accounts payable	\$ -	\$ -	\$ -	\$ -	\$ -
Total liabilities	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenues	<u>150,336</u>	<u>133,799</u>	<u>12,027</u>	<u>12,027</u>	<u>308,189</u>
Total deferred inflows of resources	<u>150,336</u>	<u>133,799</u>	<u>12,027</u>	<u>12,027</u>	<u>308,189</u>
FUND BALANCES					
Restricted for highway and streets	<u>588,422</u>	<u>534,433</u>	<u>161,693</u>	<u>158,857</u>	<u>1,443,405</u>
Total fund balances	<u>588,422</u>	<u>534,433</u>	<u>161,693</u>	<u>158,857</u>	<u>1,443,405</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 738,758</u>	<u>\$ 668,232</u>	<u>\$ 173,720</u>	<u>\$ 170,884</u>	<u>\$ 1,751,594</u>

**CITY OF CHOWCHILLA, CALIFORNIA
MEASURE "T" FUND
SCHEDULE OF REVENUES AND EXPENDITURES
BY FUNDING SOURCE
FOR THE YEAR ENDED JUNE 30, 2022**

Item 10-10-C.

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Fund Total
REVENUES					
Measure "T" sales tax	\$ 204,189	\$ 181,728	\$ 16,335	\$ 16,335	\$ 418,587
Interest	<u>1,992</u>	<u>1,817</u>	<u>430</u>	<u>422</u>	<u>4,661</u>
Total revenues	<u>206,181</u>	<u>183,545</u>	<u>16,765</u>	<u>16,757</u>	<u>423,248</u>
EXPENDITURES					
Current:					
Highway and streets	<u>-</u>	<u>50,123</u>	<u>-</u>	<u>-</u>	<u>50,123</u>
Total expenditures	<u>-</u>	<u>50,123</u>	<u>-</u>	<u>-</u>	<u>50,123</u>
Excess (deficiency) of revenues over (under) expenditures	<u>206,181</u>	<u>133,422</u>	<u>16,765</u>	<u>16,757</u>	<u>373,125</u>
OTHER FINANCING SOURCES (USES)					
Transfers out	<u>(232,105)</u>	<u>(154,002)</u>	<u>-</u>	<u>-</u>	<u>(386,107)</u>
Total other financing sources (uses)	<u>(232,105)</u>	<u>(154,002)</u>	<u>-</u>	<u>-</u>	<u>(386,107)</u>
Net change in fund balances	(25,924)	(20,580)	16,765	16,757	(12,982)
Fund balances - beginning	<u>614,346</u>	<u>555,013</u>	<u>144,928</u>	<u>142,100</u>	<u>1,456,387</u>
Fund balances - ending	<u>\$ 588,422</u>	<u>\$ 534,433</u>	<u>\$ 161,693</u>	<u>\$ 158,857</u>	<u>\$ 1,443,405</u>

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COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE
RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure "T" financial statements of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Measure "T" Fund's financial statements, and have issued our report thereon dated June 1, 2023.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of City's internal control.

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

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

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

tel 559.299.9540
 fax 559.299.2344

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
June 1, 2023



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 10-D

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Ribbon Cutting Ceremony for Road 200 Bridge

Enclosure: Yes

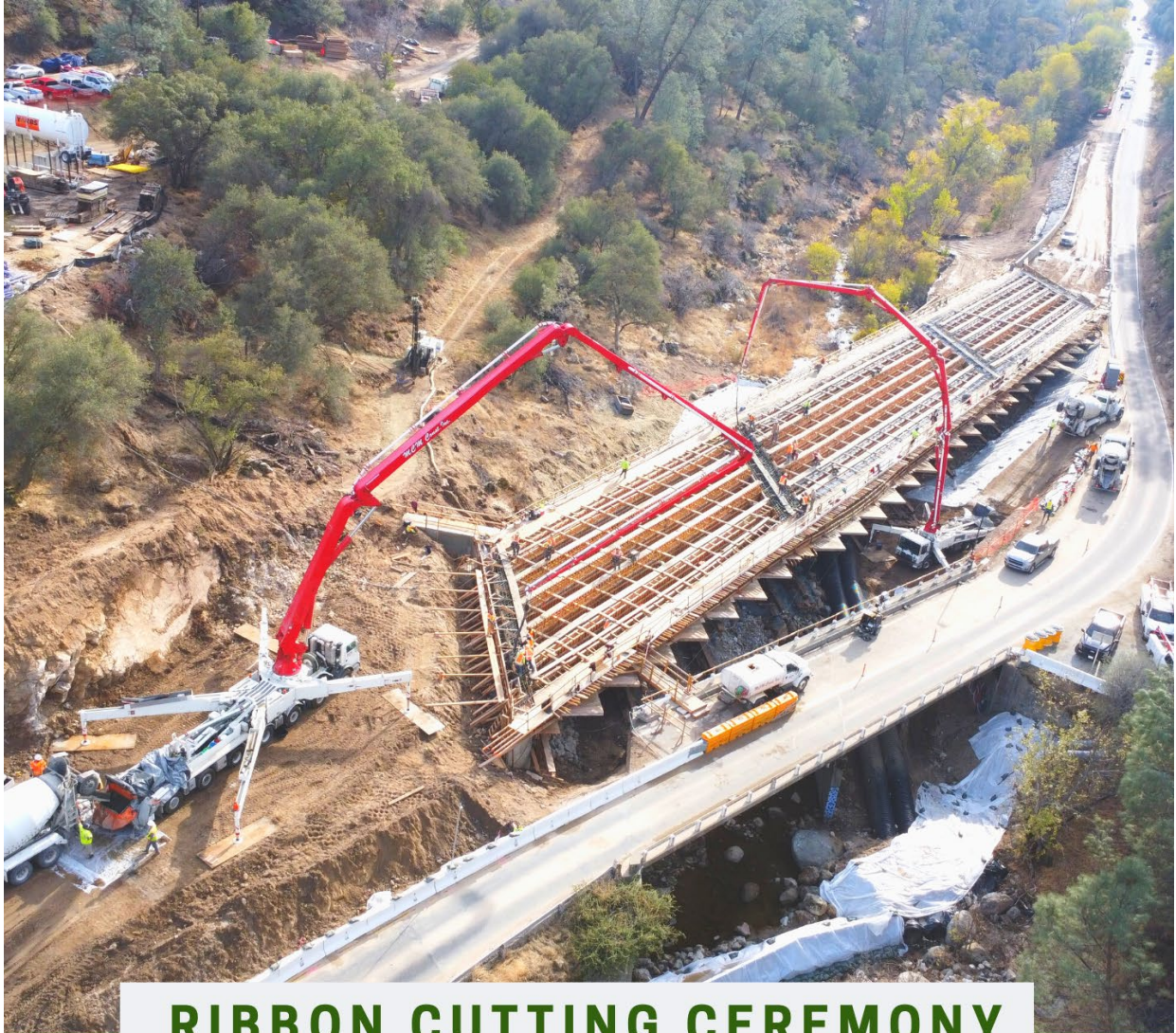
Action: Information and Discussion Only

SUMMARY:

Supervisor Macaulay and County staff are celebrating the opening of the new Road 200 Bridge. The celebration will be held during a ribbon cutting ceremony, at the Road 200 Bridge, on August 2, 2023, at 9:00 a.m. (announcement included). Road 200 is a Measure A and Measure T project. There will be a portion of the new bridge closed off for this event. Parking is limited so please consider carpooling if possible. If you have any questions, please contact Melisa DaSilva at melisa.dasilva@maderacounty.com or phone (559) 662-6050.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



RIBBON CUTTING CEREMONY

ROAD 200 BRIDGE
8.2.23
9:00 A.M.

PLEASE NOTE: THE CEREMONY WILL BE HELD ON A CLOSED
PORTION OF THE NEW BRIDGE WITH LIMITED PARKING.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 10-E

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2023-24 Draft Annual Work Program

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Per Authority policy the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure T program. The AWP 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. The Draft AWP only includes budgets for the 2023-24 fiscal year and does not yet contain any prior year reports. The final Annual Work Program will be presented for approval at the September 20, 2023 Policy Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget



ANNUAL WORK PROGRAM

DRAFT

Fiscal Year
2023-24

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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 \$218 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)
- \$111.18 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:

- **\$56.68 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$54.5 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) - \$95.92 million or 44%.

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

- **\$47.415 million** (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 **\$47.415 million** 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 **\$1.09 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) - \$4.36 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:

- **\$3.9894 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 **\$1.7 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 **\$370,600** (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 - \$4.36 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 PM₁₀ and PM_{2.5} 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 - \$2.18 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 2023-24 Measure T Allocation

Gross Allocation	16,000,000.00
Deductions	0.00
Net Allocation	<u>16,000,000.00</u>

Jurisdiction	Population	Rate
County	79,016	0.499633
Madera	65,540	0.414422
Chowchilla	13,592	0.085945
	158,148	

<i>Measure T Programs</i>	<i>Percent</i>	<i>Amount</i>	<i>County Allocation</i>	<i>Madera Allocation</i>	<i>Chowchilla Allocation</i>	<i>MCTA Allocation</i>
Commute Corridors/Farm to Market	51.00%	\$ 8,160,000.00				
Regional Streets and Highways Program	26.00%	\$ 4,160,000.00				\$ 4,160,000.00
Regional Rehab	25.00%	\$ 4,000,000.00	\$ 1,998,533.02	\$ 1,657,687.73	\$ 343,779.25	
Safe Routes to School & Jobs	44.00%	\$ 7,040,000.00				
Street Maintenance	13.00%	\$ 2,080,000.00	\$ 1,039,237.18	\$ 861,997.62	\$ 178,765.20	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,400,000.00	\$ 699,486.55	\$ 580,190.71	\$ 120,322.74	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,480,000.00	\$ 1,738,723.73	\$ 1,442,188.33	\$ 299,087.94	\$ 3,480,000.00
ADA Compliance	0.50%	\$ 80,000.00	\$ 39,970.66	\$ 33,153.75	\$ 6,875.59	
Transit Enhancement Program	2.00%	\$ 320,000.00				
Madera County	0.91432839%	\$ 146,292.54	\$ 146,292.54			
City of Madera	0.75839226%	\$ 121,342.76		\$ 121,342.76		
City of Chowchilla	0.15727935%	\$ 25,164.70			\$ 25,164.70	
ADA/Seniors/Paratransit	0.17%	\$ 27,200.00	\$ 13,590.03	\$ 11,272.28	\$ 2,337.69	
Environmental Enhancement Prog.	2.00%	\$ 320,000.00	\$ 159,882.65	\$ 132,615.02	\$ 27,502.33	
Administration/Planning	1.00%	\$ 160,000.00				\$ 160,000.00
		TOTAL	\$ 4,096,992.63	\$ 3,398,259.87	\$ 704,747.50	\$ 7,800,000.00

Measure “T” Programming Summary

MCTA

	CO	Excess	Allocated	Bond/Other	Programmed	Balance
Regional Streets and Highways	\$5,332,307	\$0	\$4,160,000	\$0	\$5,015,551	\$4,476,756
Flexible Program	\$5,776,645	\$0	\$3,480,000	\$0	\$8,290,460	\$966,185
Admin/Planning/Other	\$0	\$0	\$160,000	\$300,000	\$413,912	\$46,088
TOTALS	\$11,108,952	\$0	\$7,800,000	\$300,000	\$13,719,923	\$5,489,029

County of Madera

	CO	Excess	Allocated	Programmed	Balance
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$1,998,533	\$0	\$1,998,533
Safe Routes to School & Jobs (Local)	\$0	\$0	\$1,778,695	\$0	\$1,778,695
Transit Enhancement Program (Public)	\$0	\$0	\$159,883	\$0	\$159,883
Environmental Enhancement Program	\$0	\$0	\$159,883	\$0	\$159,883
TOTALS	\$0	\$0	\$4,096,994	\$0	\$4,096,994

City of Madera

	CO	Excess	Allocated	Programmed	Balance
Commute Corridors/ Farm to Market (Regional)	\$10,075,928	\$0	\$1,657,688	\$7,023,172	\$4,710,444
Safe Routes to School & Jobs (Local)	\$3,540,954	\$0	\$1,475,342	\$2,060,550	\$2,955,746
Transit Enhancement Program (Public)	\$620,734	\$0	\$132,615	\$0	\$753,349
Environmental Enhancement Program	\$358,260	\$0	\$132,615	\$533,575	\$42,700
TOTALS	\$14,595,876	\$0	\$3,398,260	\$9,617,297	\$8,462,239

City of Chowchilla

	CO	Excess	Allocated	Programmed	Balance
Commute Corridors/ Farm to Market (Regional)	\$340,347	\$0	\$343,779	\$42,553	\$641,573
Safe Routes to School & Jobs (Local)	\$345,627	\$0	\$305,964	\$402,832	\$248,759
Transit Enhancement Program (Public)	\$45,390	\$0	\$27,502	\$0	\$72,892
Environmental Enhancement Program	\$69,772	\$0	\$27,502	\$0	\$97,274
TOTALS	\$801,136	\$0	\$704,747	\$445,385	\$1,060,498

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$218,000,000. 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 2023-24 a total of \$16,000,000 is estimated to be allocated. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

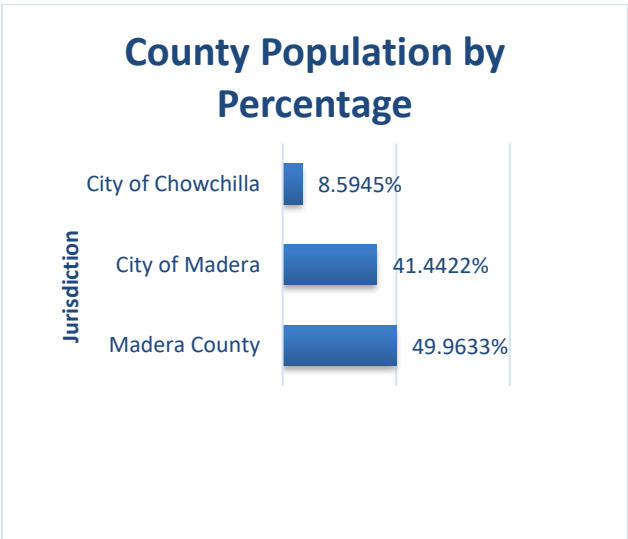
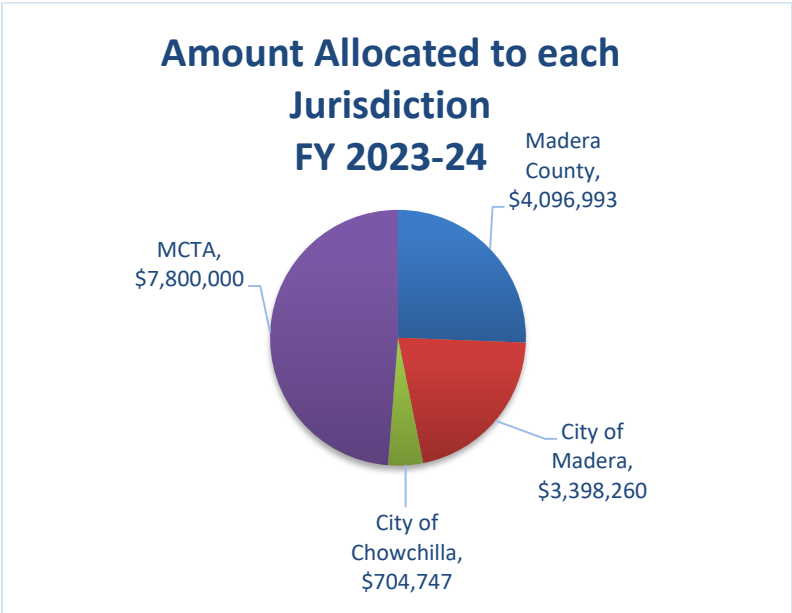


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2023-24 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 2023-24



<u>Commute Corridors/Farm to Market (Regional)</u>				<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>				\$5,332,307	\$0	\$4,160,000	\$0	\$9,492,307
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					\$ 888,051	\$ 888,051		
Reserve for Next Fiscal Year						\$ 4,476,756		
				Total Projects		\$ 9,492,307		
				Balance		\$ -		

<u>Administration/Planning Program</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>	\$0	\$0	\$160,000	\$300,000	\$460,000
Project	Budget				
Salaries & Benefits	\$ 50,912				
Audits, Fin. Asst.	\$ 36,000				
MCTA Conf/Travel/Other	\$ 17,000				
Renewal Plan	\$ 300,000				
General Proj Dev Costs	\$ 10,000				
Total Projects	\$ 413,912				
Balance	\$ 46,088				

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

\$5,776,645

\$0

\$3,480,000

\$0

\$9,256,645

<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ 4,371,000	\$ -	\$ -	\$ 4,371,000
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					\$ 465,960	\$ 465,960
Reserve for Next Fiscal Year						\$ 966,185

Total Projects

\$ 9,256,645

Balance

\$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & 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			\$ 4,371,000			\$ 4,371,000
Impact Fees						\$ -
Local Funds						\$ -

Measure T Draft 2023-24 Annual Work Program

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450

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

***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>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 759,000	\$ 5,875,000	\$ 6,862,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 2,038,000	\$ 4,425,000	\$ 7,601,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 19,464,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 12,389,000	\$ 12,389,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 7,507,000	\$ 9,307,000
<i>Other</i>							\$ 11,000,000	\$ 11,000,000
								\$ 32,696,000
Road 200 Phase III - Fine Gold Creek Bridge								
<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
								\$ 12,367,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 47,276,000	\$ 53,240,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 70,913,000	\$ 76,877,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 0	\$ 0	\$ 1,998,533	\$ 1,998,533

Project	Budget
---------	--------

<u>Reserve for Future Project</u>	\$ 1,998,533
Total Projects	<u>\$ 1,998,533</u>
Balance	\$ -

<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 0	\$ 0	\$ 1,039,237	\$ 1,039,237

Project	Budget
Surface Treatment	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ 1,039,237

Total Projects	<u>\$ 1,039,237</u>
Balance	\$ -

<u>County Maintenance Districts</u>	\$ 0	\$ 0	\$ 699,487	\$ 699,487
--	------	------	------------	-------------------

Project	Budget
Surface Match Treatment	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ 699,487

Total Projects	<u>\$ 699,487</u>
Balance	\$ -

Measure T Draft 2023-24 Annual Work Program

Flexible Program

\$ 0 \$ 0 \$ 1,738,724

Project	Budget
<i>Impounded for Regional Projects</i>	\$ 1,738,724
<hr/>	
Total Projects	\$ 1,738,724
Balance	\$ -

ADA Compliance

\$ 0 \$ 0 \$ 39,971 \$ 39,971

Project	Budget
<i>Project Match</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 39,971
<hr/>	
Total Projects	\$ 39,971
Balance	\$ -

Transit Enhancement Program (Public)

Carryover	Excess	Allocation	Available
\$ 0	\$ 0	\$ 146,293	\$ 146,293

Project	Budget
<i>Transit Administration/Project Match</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 146,293
<hr/>	
Total Projects	\$ 146,293
Balance	\$ -

ADA / Seniors / Paratransit

\$ 0 \$ 0 \$ 13,590 \$ 13,590

Project	Budget
<i>Project Match</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 13,590
<hr/>	
Total Projects	\$ 13,590
Balance	\$ -

Environmental Enhancement Program

Carryover	Excess	Allocation	Available
\$ 0	\$ 0	\$ 159,883	\$ 159,883

Total for all Sub-programs

\$ 0 \$ 0 \$ 159,883 \$ 159,883

Project	Budget
<i>CMAQ Projects Match</i>	\$ -
<i>Environmental Enhancement Project</i>	
<i>Reserve for Next Fiscal Year</i>	\$ 159,883
<hr/>	
Total Projects	\$ 159,883
Balance	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

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

Rehab, Reconstruct, Maintenance Program \$ 10,075,928 \$ 0 \$ 1,657,688 **\$ 11,733,616**

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 4,911,672
2021-22 Seals/Overlays, R-79	\$ 1,075,000
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	\$ 66,500
	\$ -
Total Projects	<u>\$ 7,023,172</u>
Balance	\$ 4,710,444

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

Street Maintenance Program \$ 2,096,146.32 \$ 0 \$ 861,998 **\$ 2,958,144**

Project	Budget
Overlays	\$ -
Chip Seal	\$ 552,500
Other Seals:	\$ -
Patching/Street Maintenance	\$ -
Reserve for Next Fiscal Year	\$ -
Total Projects	<u>\$ 552,500</u>
Balance	\$ 2,405,644

Supplemental Street Maintenance Program \$ 1,288,396 \$ 0 \$ 580,191 **\$ 1,868,587**

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Dust Mitigation	\$ -
Patching/Street Maintenance	\$ 372,000
Other: Sidewalk/ADA	\$ -
Reserve for Next Fiscal Year	\$ -
RMRA Seals/Overlays 2022-23, R-80	\$ 1,000,000
Total Projects	<u>\$ 1,372,000</u>
Balance	\$ 496,587

Measure T Draft 2023-24 Annual Work Program

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Flexible Program

\$ - \$ 0

Item 10-10-E.

-

Project	Budget
<i>MCTA Impound for matching</i>	\$ -
Total Projects	\$ -
Balance	\$ -

ADA, Seniors, Paratransit

\$ 156,411 \$ 0 \$ 33,154 \$ 189,565

Project	Budget
<i>Schnoor Ave Sidewalks Program, R-58</i>	\$ 103,000
<i>Washing School Sidewalks, R-93</i>	\$ 33,050
Total Projects	\$ 136,050
Balance	\$ 53,515

Transit Enhancement ProgramCarryover Excess Allocation Available

\$ 520,751 \$ 0 \$ 121,343 \$ 642,093

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	\$ -
Balance	\$ 642,093

ADA / Seniors / Paratransit

\$ 99,983 \$ 0 \$ 11,272 \$ 111,256

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	\$ -
Balance	\$ 111,256

Environmental Enhancement ProgramCarryover Excess Allocation Available**Total for all Sub-programs**

\$ 358,260 \$ 0 \$ 132,615 \$ 490,875

Project	Budget
<i>Torres Way Alley Paving, ALY-01</i>	\$ 121,000
<i>CMAQ Alley Paving Project, ALY-03</i>	\$ 239,450
<i>Tulare /Cleveland/Raymond Bike Path, PK-48</i>	\$ 19,325
<i>Schnoor Ave Sidewalks, Sunset to River, R-58</i>	\$ 53,800
<i>Washington School Sidewalks, R-93</i>	\$ 100,000
Total Projects	\$ 533,575
Balance	\$ (42,700)

Measure T Draft 2023-24 Annual Work Program

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City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 340,347	\$ 0	\$ 343,779	\$ 684,126
<u>Project</u>	<u>Budget</u>			
<i>Ave 24 Reconstruction</i>	\$ 42,553			
<i>Reserve for Next Fiscal Year</i>	\$ 340,573			
Total Projects	\$ 383,126			
<i>Balance</i>	\$ 301,000			
<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 168,085	\$ 0	\$ 178,765	\$ 346,850
<u>Project</u>	<u>Budget</u>			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching</i>	\$ 200,000			
<i>Reserve for Next Fiscal Year</i>	\$ 146,850			
Total Projects	\$ 346,850			
<i>Balance</i>	\$ 0			
<u>Supplemental Street Maintenance Program</u>	\$ 113,134	\$ 0	\$ 120,323	\$ 233,457
<u>Project</u>	<u>Budget</u>			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Dust Mitigation</i>	\$ -			
<i>Patching</i>	\$ 150,000			
<i>Reserve for Next Fiscal Year</i>	\$ 83,457			
Total Projects	\$ 233,457			
<i>Balance</i>	\$ 0			

Flexible Program

\$	52,832	\$	0	\$	299,088	\$	0
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Project	Budget
<i>Impounded for Regional Projects</i>	\$ 299,088
<i>Chowchilla Blvd. Rehabilitation</i>	\$ 52,832
<i>Reserve for Next Fiscal Year</i>	
Total Projects	\$ 351,920
Balance	\$ 0

ADA Compliance

\$	11,576	\$	0	\$	6,876	\$	18,452
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Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 18,452
Total Projects	\$ 18,452
Balance	\$ 0

Transit Enhancement Program (Public)

<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
\$ 39,460	\$ 0	\$ 26,165	\$ 64,625

Project	Budget
<i>Catx Bus Purchase</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 64,625
Total Projects	\$ 64,625
Balance	\$ -

ADA / Seniors / Paratransit

\$	5,930	\$	0	\$	2,338	\$	8,268
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Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 8,268
Total Projects	\$ 8,268
Balance	\$ 0

Environmental Enhancement Program

<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
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Total for all Sub-programs

\$	69,772	\$	0	\$	27,502	\$	97,274
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Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 97,274
Total Projects	\$ 97,274
Balance	\$ 0

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REPORTS

End of Year Reports

Madera County Transportation Authority



End of Year Reports

County of Madera

End of Year Reports

City of Madera

End of Year Reports

City of Chowchilla

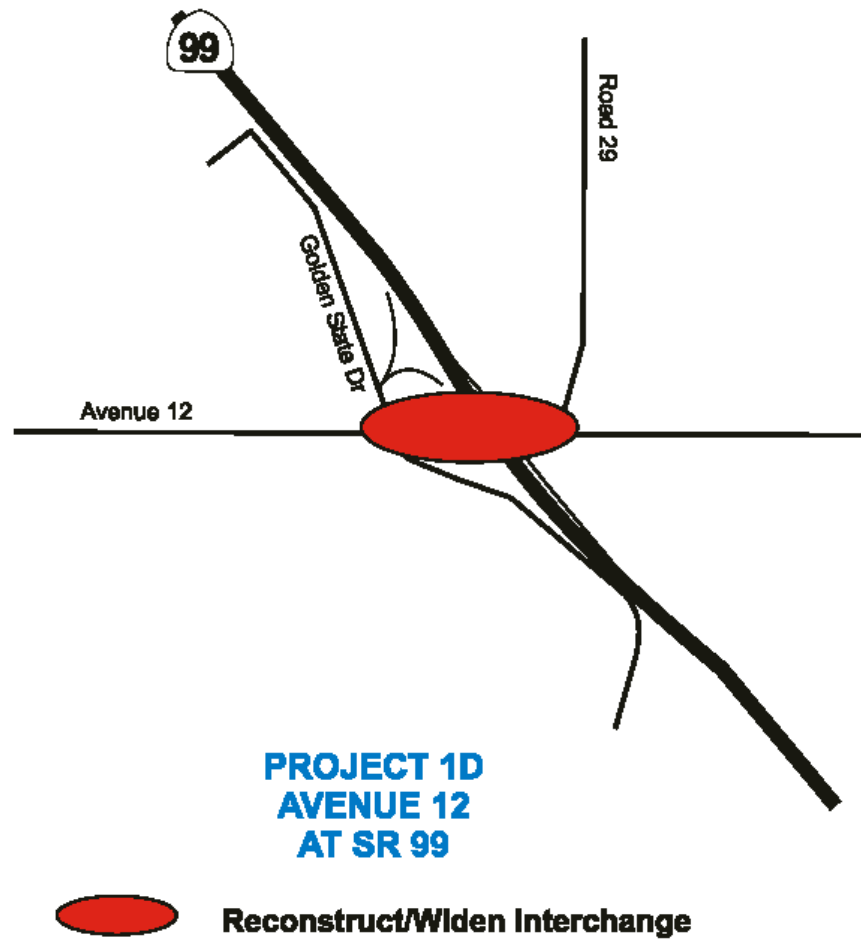
Other Reports

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
2022	Jul	1,162,400	197,041.67		1,359,441.67					
	Aug	-	1,790,432.71		1,790,432.71					37,230
	Sep	1,015,400	169,109.10		1,184,509.10					
	Oct	1,034,000	210,518.66		1,244,518.66					
	Nov	-	1,702,577.36		1,702,577.36					37,230
2023	Dec	951,100	259,819.03		1,210,919.03					
	Jan	951,800	171,137.37		1,122,937.37					
	Feb	-	1,772,290.76		1,772,290.76					37,230
	Mar	915,500	238,683.19		1,154,183.19					
	Apr	868,200	136,783.82		1,004,983.82					
	May	-	1,507,993.77		1,507,993.77					38,290
	Jun	1,017,900	190,394.50		1,208,294.50					
		7,916,300.00	8,346,781.94	-	16,263,081.94	-	16,263,081.94	-	16,263,081.94	149,980

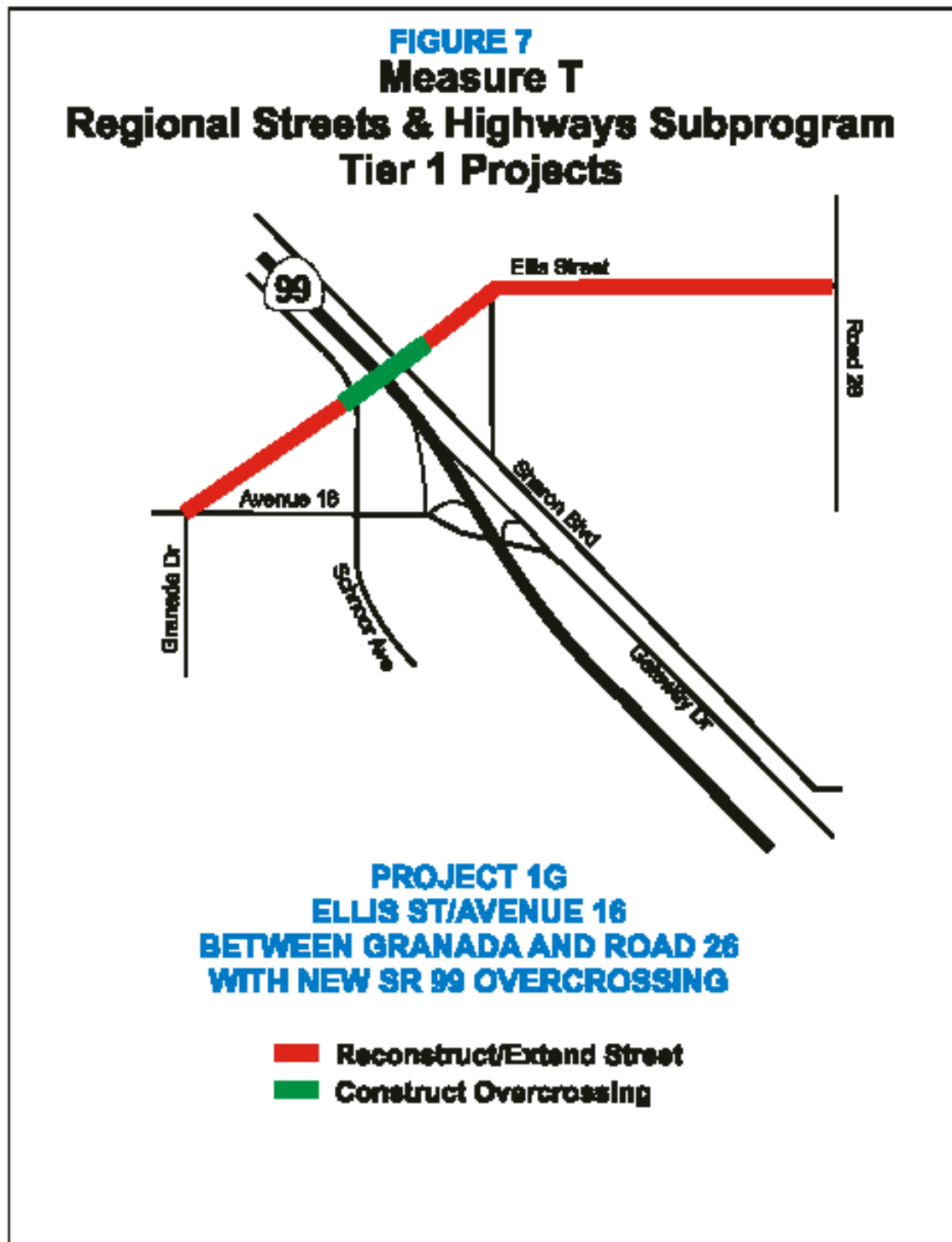
APPENDIX

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



VRPA Technologies, Inc.

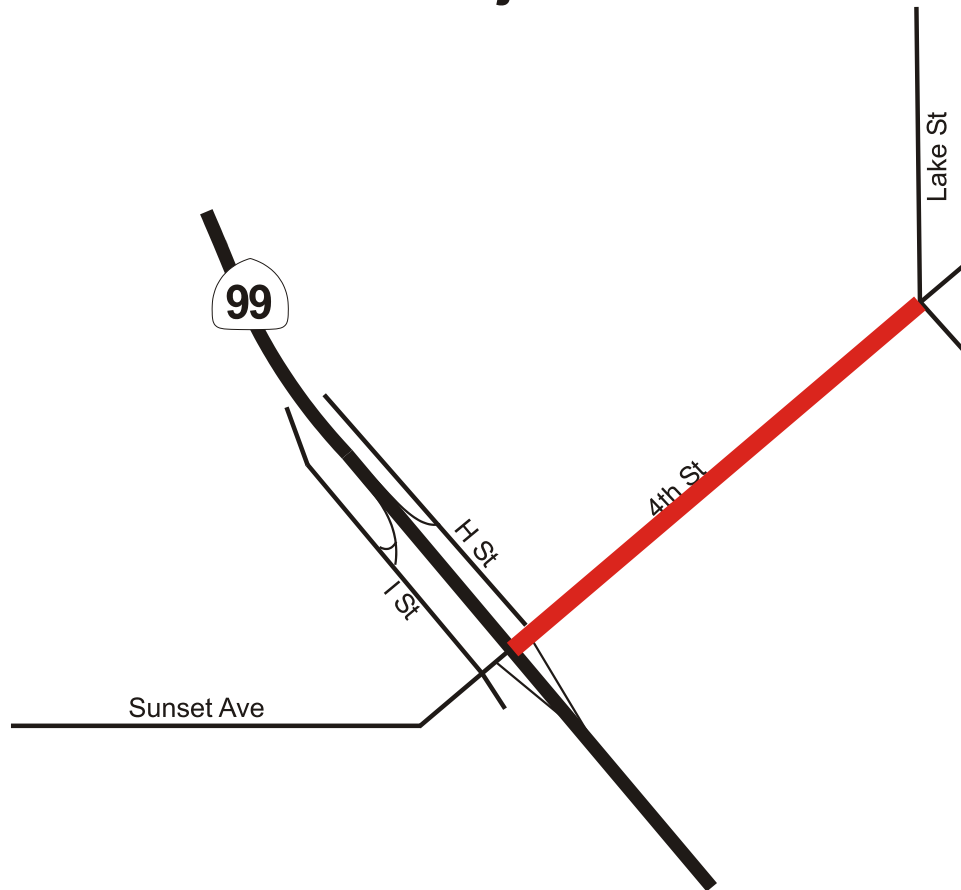
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

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

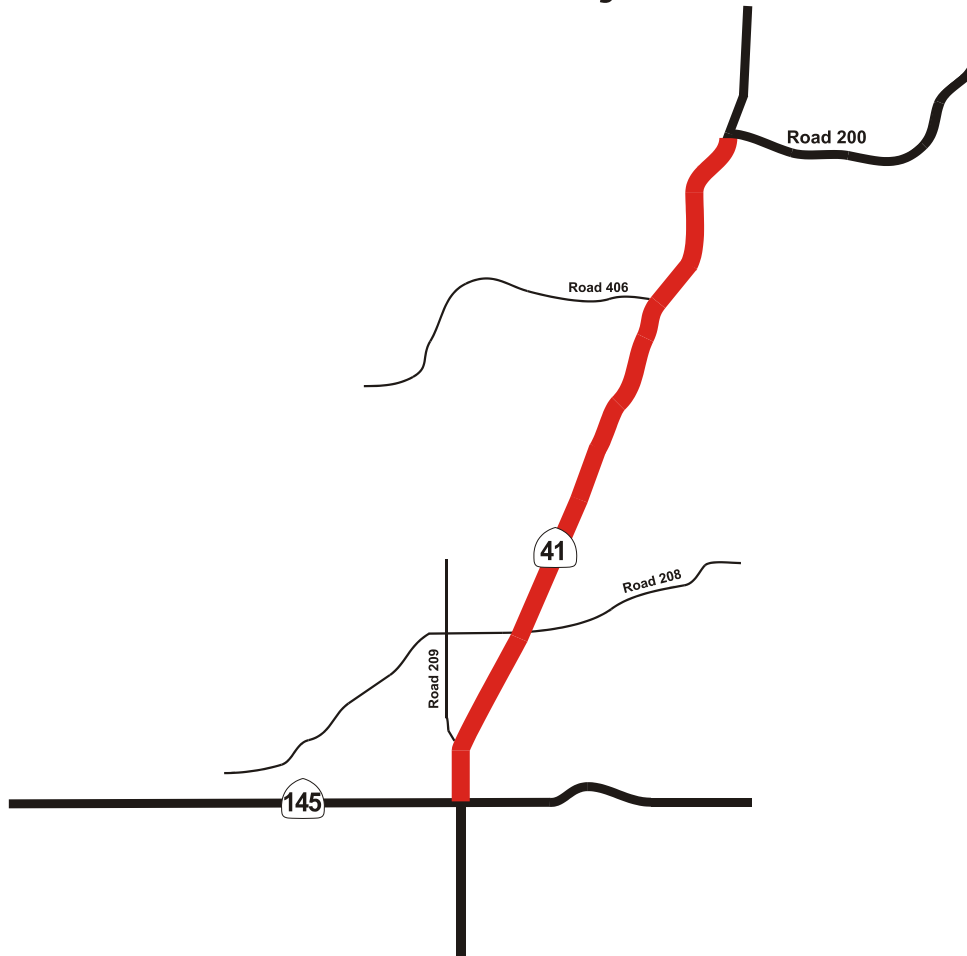


PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

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

Map of 4th 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

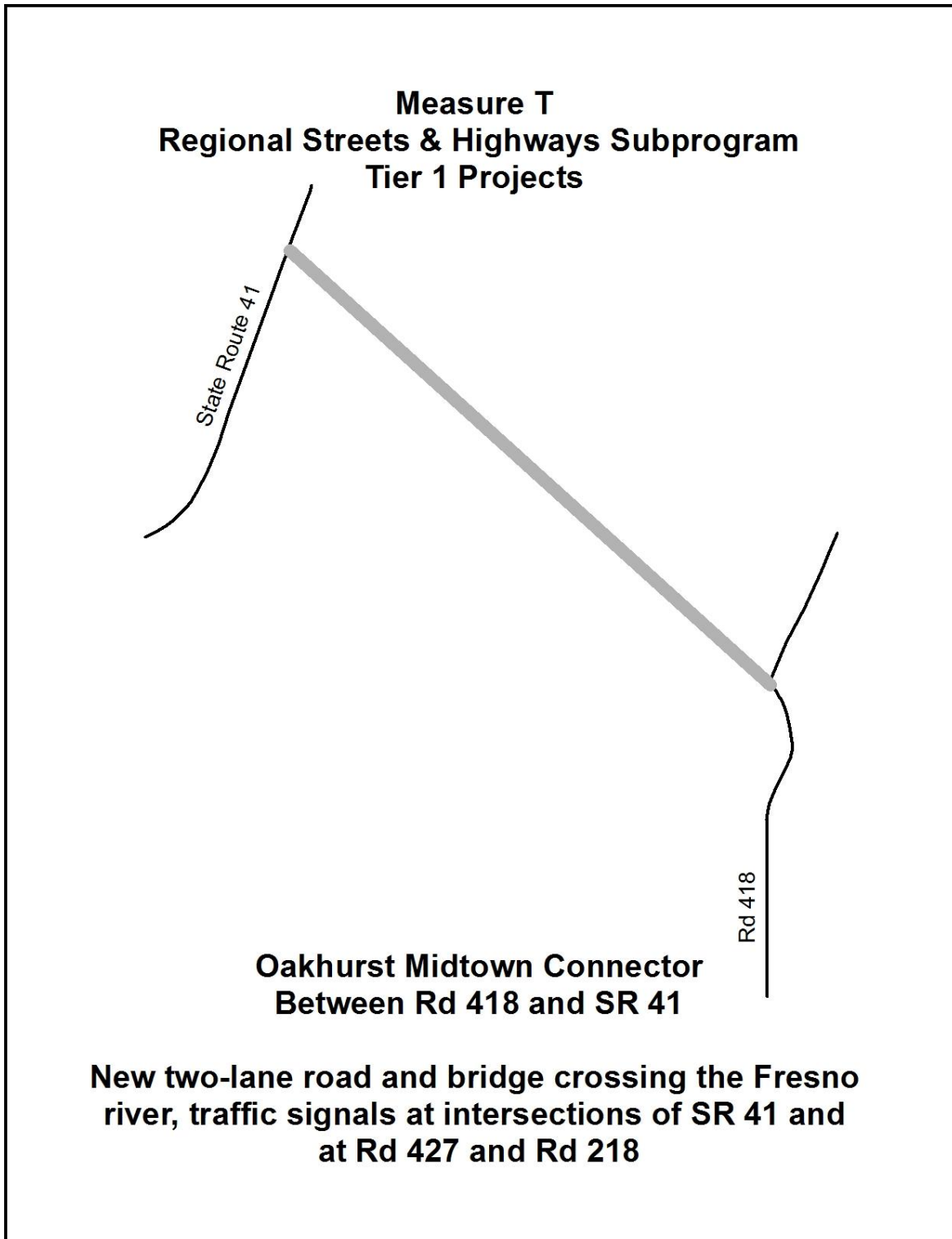
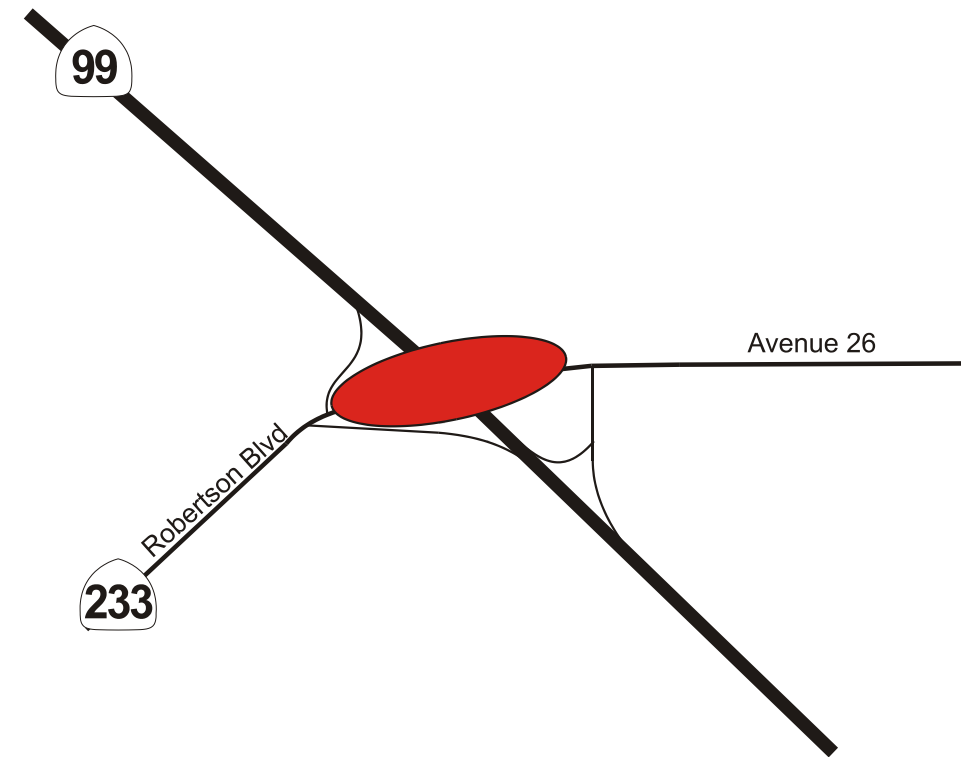


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



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
Highway Projects:																			
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
Total Programmed or Voted since July 1, 2020							392	157	78	78	79	0	0	0	392	0	0	0	0
COVID Projects:																			
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
Total 2021 Mid-Cycle STIP Programming							875	875	0	0	0	0	0	602	44	0	0	230	0
PROPOSED 2022 PROGRAMMING																			
Highway Project Proposals:																			
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
Subtotal, Highway Proposals							138	0	0	0	-6	72	72	0	138	0	0	0	0
Total Proposed 2022 STIP Programming							138												
	Balance of STIP County Share, Madera																		
	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



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 11-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Award Contract – Measure T Sales Tax Extension Public Outreach and Education

Enclosure: No

Action: Authorize staff to negotiate and enter a contract (July 20, 2023, through December 31, 2024) with DKS in an amount not to exceed \$300,000 to provide services for the Measure T Sales Tax Extension Public Outreach and Education

SUMMARY:

The Authority Board of Directors approved the release of a Request for Proposals at its April 19, 2023 meeting, to retain a consulting firm to provide services for the Measure T Sales Tax Extension Public Outreach and Education. A link to the RFP can be found here: [RFP Measure T Renewal](#). Staff received seven proposals. A scoring committee scored the proposals according to the established criteria, and the results of the scoring are as follows:

1. DKS – 62.25/100 (Proposal of \$284,356)
2. CliffordMoss – 62.00/100 (Proposal of \$214,300)
3. Muelrath Public Affairs – 57.00/100 (Proposal of \$271,000-\$303,000)
4. TeamCivX – 56.00/100 (Proposal of \$353,000)
5. Props & Measures – 53.25/100 (Proposal of \$257,625)
6. Local Government Strategic Consulting, LLC – 52.00/100 (\$293,927.40)
7. CrossCurrents, LLC – 28.00/100 (Proposal of \$5,000 upon award and \$3,000 per month through May 2024, mileage, 10 percent commission on production)

After conducting the RFP process, scoring, and evaluating the submitted proposals, MCTA staff interviewed the top two firms. MCTA staff is recommending the Authority Board of Directors to authorize staff to negotiate and enter into a contract with DKS in an amount not to exceed \$300,000. The term of the contract will be July 20, 2023, through December 31, 2024.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of July 19, 2023

AGENDA ITEM: 11-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T Citizens' Oversight Committee Member Appointments

Enclosure: No

Action: Appoint Faustina Washburn to serve as a member representing Supervisorial District 5 and appoint April Molina to serve as a Member At Large

SUMMARY:

The Measure T Citizens' Oversight Committee was formed in 2007 to provide public oversight of the half-cent transportation sales tax measure passed in November 2006. The purpose of the Committee is to ensure that the Measure T funding program revenues and expenditures are spent as promised to the public.

The Citizens' Oversight Committee consists of one member from each of the five Madera County supervisorial districts and two "at-large" members.

The Citizens' Oversight Committee currently has two vacancies. The vacant positions are Supervisorial District 5 and a Member At Large.

The Citizens' Oversight Selection Committee recommends Faustina Washburn to represent Supervisorial District 5 and April Molina as a Member At Large.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.