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Meeting of the  
Madera County Transportation Commission  
Policy Board

**LOCATION**

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

or via ZOOM

[https://us06web.zoom.us/j/89515834505?pwd=yHAnso8Xiit4A-RZ02\\_4IX3EIXhblg.4Tf1lQAnRsvmk9-e](https://us06web.zoom.us/j/89515834505?pwd=yHAnso8Xiit4A-RZ02_4IX3EIXhblg.4Tf1lQAnRsvmk9-e)

Webinar ID: 895 1583 4505

Passcode: 802488

Telephone: US: +1 408 638 0968

**DATE**

May 29, 2024

**TIME**

3:00 PM

**Policy Board Members**

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

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

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

### **REASONABLE ACCOMMODATIONS AND ADA**

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

### **AGENDA**

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

### **INTERPRETING SERVICES**

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

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

### **MEETING CONDUCT**

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

### **RECORD OF THE MEETING**

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

### **PUBLIC COMMENT**

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

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

## Agenda

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

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

### MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

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

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

[4-A.](#) Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Final Guidelines and Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

[4-B.](#) Highway Safety Improvement Program (HSIP) Call for Projects Cycle 12

**Enclosure:** No

**Action:** Information and Discussion Only

[4-C.](#) Annual Disadvantaged Business Enterprise (DBE) Program Submittal for Fiscal Year 2024-2025

**Enclosure:** No

**Action:** Information and Discussion Only

[4-D.](#) Madera 41 South Expressway – Letters of Support

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-E.](#) State Route 99/233 Chowchilla Multimodal Interchange Improvement Project - Letter of Support

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-F.](#) State Route 99 Comprehensive Multimodal Corridor Plan (SR 99 CMCP) Virtual Community Meeting

**Enclosure:** No

**Action:** Information and Discussion Only

[4-G.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 16 – (Type 3 – Formal)

**Enclosure:** Yes

**Action:** Ratify

[4-H.](#) Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan (2022 RTP) Amendment 2, and Draft Corresponding Conformity Analysis

**Enclosure:** No

**Action:** Information and Discussion Only

[4-I.](#) Revised 2023 Traffic Monitoring Program Report

**Enclosure:** Yes

**Action:** Accept the Revised 2023 Traffic Monitoring Program Report

[4-J.](#) YARTS 2024 Summer Schedule and Reservations

**Enclosure:** No

**Action:** Information and Discussion Only

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

[5-A.](#) Social Service Transportation Advisory Council’s (SSTAC) FY 2024-25 Unmet Transit Needs Recommendations – Resolution No. 24-05

**Enclosure:** Yes

**Action:** MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council’s (SSTAC) FY 2024-25 Unmet Transit Needs finding by Resolution No. 24-05

5-B. State Legislative Update

**Enclosure:** Yes

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

5-C. San Joaquin Valley Regional Policy Conference Recap

**Enclosure:** No

**Action:** Information and Discussion Only

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

**7. ADMINISTRATIVE CONSENT ITEMS**

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

7-A. Executive Minutes – April 24, 2024

**Enclosure:** Yes

**Action:** Approve April 24, 2024, Meeting Minutes

7-B. Transportation Development Act (TDA) Fund Compliance Audit for Fiscal Year ended June 30, 2023: City of Madera and County of Madera

**Enclosure:** Yes

**Action:** Accept TDA Compliance Audit Reports for FY ended June 30, 2023: City of Madera and County of Madera

7-C. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 24-06 and STA Resolution 24-07; and State of Good Repair (SGR)

**Enclosure:** Yes

**Action:** Approve TDA Fund Estimates and Apportionment, Resolutions 24-06 and 24-07, and State of Good Repair

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

NONE

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

9-A. Focus on the Future 2024 Conference

**Enclosure:** No

**Action:** Information and Discussion Only

9-B. HdL Newsletter – 4<sup>th</sup> Quarter 2023

**Enclosure:** Yes

**Action:** Information and Discussion Only

9-C. Measure “T” Fund Compliance Audit Reports for FY ending June 30, 2023: City of Madera and County of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Reports for FY ending June 30, 2023: City of Madera and County of Madera

9-D. Measure “T” FY 2024-25 Allocation

**Enclosure:** Yes

**Action:** Approve FY 2024-25 Allocation

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

10-A. Measure T Citizens’ Oversight Committee Member Appointments

**Enclosure:** Yes

**Action:** Appoint Joe Moreno to serve as a member representing Supervisorial District 3 and appoint Russell Shaw to serve as a member representing Supervisorial District 5

10-B. Measure T 2024 Draft Expenditure Plan

**Enclosure:** Yes

**Action:** (1) Circulate and request the local jurisdictions to consider approval of the Measure T 2024 Draft Expenditure Plan; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure

## OTHER ITEMS

### 11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

### 12. CLOSED SESSION

12-A. Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1) Position: Executive Director

12-B. Report of Closed Session Actions. (Pursuant to Government Code Section 54957.1 and 54957.7 any required reports of Closed Session actions will be made at this time)

### 13. ADJOURNMENT

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





**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Final Guidelines and Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California State Transportation Agency (CalSTA) is releasing the final program guidelines and a call for projects for Award Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP). The final guidelines and the call for projects are available on the [CalSTA website](#).

The 2024 TIRCP grant cycle will program projects starting with the 2024-25 fiscal year and ending with the 2028-29 fiscal year. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the 2023-24 fiscal year, and projects selected with the 2024 cycle. Applicants can assume a total fund estimate of at least \$900 million available to be awarded in Cycle 7.

Applications are due July 23, 2024, and CalSTA expects to announce project awards on October 23, 2024.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-B

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

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**SUBJECT:**

Highway Safety Improvement Program (HSIP) Call for Projects Cycle 12

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Caltrans Division of Local Assistance announced the [Highway Safety Improvement Program \(HSIP\) Cycle 12 Call for Projects](#).

All applicants are expected to review the HSIP Guidelines and Local Roadway Safety Manual for California Local Road Owners prior to working on their specific applications:

- [HSIP Guidelines \(PDF\)](#) provide overall guidance and general information for the HSIP program.
- [Local Roadway Safety Manual for California Local Road Owners \(PDF\)](#) is intended to assist local agencies in preparing a proactive safety analysis of their roadway networks, identifying their safety improvement priorities, and applying appropriate countermeasures. The local agencies are expected to utilize the concepts in this manual in developing safety projects for competing for the HSIP funding.

The application deadline is **September 9, 2024**.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-C

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

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**SUBJECT:**

Annual Disadvantaged Business Enterprise (DBE) Program Submittal for Fiscal Year 2024-2025

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

MCTC is required to establish a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC is eligible to receive federal financial assistance from the DOT and as a condition of receiving this assistance, MCTC is required to sign an assurance that it will comply with 49 CFR Part 26.

The proposed policy of MCTC to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts is as follows:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- To assist the development of firms that can compete successfully in the marketplace outside the DBE Program.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

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

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**SUBJECT:**

Madera 41 South Expressway – Letters of Support

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The County of Madera has prepared applications for the United States Department of Transportation's (USDOT) Multimodal Project Discretionary Grant (MPDG) Opportunity and the Community Project Funding Request (CPF) for the Madera 41 South Expressway project.

The County is requesting \$20 million in funding from the MPDG grant opportunity and \$6 million from CPF Request to enhance approximately 4.5 miles of SR 41, which is essential to modernizing the existing rural highway and efficient traffic operations for the region. The proposed project will improve safety, support smart growth, address current climate risk, improve traffic management with ITS, provide support for zero emission vehicles, provide resiliency against wildfires, and further the goals of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative.

This project is vital to Madera County residents and is a critical infrastructure project that the community has selected as part of the region's preferred Sustainable Community Strategy. This project is also part of a long-range community vision to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

**FISCAL IMPACT:**

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



2001 Howard Road, Suite 201  
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May 2, 2024

The Honorable Pete Buttigieg  
Secretary of the United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

The Madera County Transportation Commission (MCTC) supports the County of Madera's application to the United States Department of Transportation's (USDOT) Multimodal Project Discretionary Grant Opportunity for the Madera State Route 41 South Expressway Project. If approved, the funding will enable Caltrans and its partners to implement a significant project and promote smart and sustainable growth goals in the region.

The project aims to enhance approximately 4.5 miles of SR 41, which is essential to modernizing the existing rural highway and delivering safe and efficient traffic operations for the region. The County is requesting \$20 million in funding.

The Madera State Route (SR) 41 South Expressway Project is located north of the Fresno-Madera County border in one of the fastest-growing communities in the San Joaquin Valley and Madera County. It is a critical commute corridor between rural eastern Madera County and employment centers in urban valley communities. Furthermore, it provides access to several remote and disadvantaged communities leading into the Sierra Nevada. Improved multimodal access is critical to ensuring reliable transportation for our most marginalized communities to job locations, healthcare, and other services.

This project is a key part of Madera County's long-range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The Madera County RTP/SCS is a community driven planning document meant to guide Madera County towards a more sustainable future by providing all of those who live, work, or visit Madera County safe, accessible, and reliable transportation options. The Madera SR 41 South Expressway Project is able to address many goals outlined in the RTP/SCS by delivering an array of transportation strategies able to address the regions multimodal needs. Additionally, this project will advance the goals outlined by

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**MEMBER AGENCIES:** City of Madera, City of Chowchilla, Madera County

Madera County's Active Transportation Plan and Zero-Emission Vehicle Readiness and Implementation Plan.

The project addresses climate risks through reduced Vehicle Miles Traveled (VMT), improved air quality, promotion of non-motorized transportation options, and innovative stormwater management practices. It enhances traffic management capabilities with advanced Intelligent Transportation Systems (ITS) infrastructure, paving the way for future autonomous vehicle integration. The project also promotes zero-emission vehicles by installing signage directing travelers to Electric Vehicle (EV) Charging Stations along SR 41 and ensures resiliency against wildfires by establishing a reliable evacuation route for residents during large-scale wildfire events, a critical need given recent wildfire occurrences in the region.

This project is vital to the residents of Madera County and essential infrastructure that will benefit far beyond the region. The Madera County Transportation Commission strongly supports the Madera 41 South Expressway project. We appreciate your consideration of this request.

Sincerely,

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

Patricia Taylor, Executive Director  
Madera County Transportation Commission



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Madera, California 93637

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May 2, 2024

The Honorable John Duarte  
U.S. House of Representatives  
Washington, DC 20515

Subject: **Support for the State Route 41 South Expressway Project**

Dear Congressman Duarte:

I am proud to support Madera County's State Route 41 South Expressway Project, requesting \$6,000,000 in funding under the Community Project Funding (CPF) for Fiscal Year 2025. This project addresses critical transportation challenges faced by our region and aligns with the overarching goals of enhancing mobility, safety, and sustainability for our communities.

The State Route (SR) 41 Expressway project is a vital lifeline connecting rural eastern Madera County to major urban centers and serving as a conduit for commerce, commuting, and tourism. However, the current two-lane configuration leads to congestion, safety hazards, and delays, especially during peak hours and tourist seasons. These challenges not only impede efficient traffic flow but also pose risks to public safety and hinder economic growth.

The Madera SR-41 South Expressway Project presents a comprehensive and forward-looking solution to these pressing issues. By constructing a divided four-lane expressway, enhancing intersection safety, and implementing smart traffic management systems, the project aims to improve safety by eliminating unprotected left turns, widening shoulders, and adding separated medians. It also seeks to invest in disadvantaged communities through substantial financial allocations to Disadvantaged Business Enterprises and job creation opportunities for local residents. Furthermore, it supports smart growth initiatives by fostering planned sustainable communities and reducing congestion through proximity-based living and working arrangements.

This project is a vital part of Madera County's long-range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The Madera County RTP/SCS is a community driven planning document meant to guide Madera County towards a more sustainable future by providing all of those who live, work, or visit Madera County safe, accessible, and reliable transportation options. The Madera SR-41 South Expressway Project is able to address many goals outlined in the RTP/SCS by delivering an array of transportation strategies able to address the regions multimodal needs. Additionally, this project will advance the goals outlined by Madera County's Active Transportation Plan and Zero-Emission Vehicle Readiness and Implementation Plan.

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**MEMBER AGENCIES:** City of Madera, City of Chowchilla, Madera County

The project addresses climate risks through reduced Vehicle Miles Traveled (VMT), improved air quality, promotion of non-motorized transportation options, and innovative stormwater management practices. It enhances traffic management capabilities with advanced Intelligent Transportation Systems (ITS) infrastructure, paving the way for future autonomous vehicle integration. The project also promotes zero-emission vehicles by installing signage directing travelers to Electric Vehicle (EV) Charging Stations along SR-41 and ensures resiliency against wildfires by establishing a reliable evacuation route for residents during large-scale wildfire events, a critical need given recent wildfire occurrences in the region.

This project is not just about improving infrastructure; it's about building a safer, more equitable, and sustainable future for our communities. With \$6,000,000 in funding support, we can kickstart construction in 2025 and work towards completing this transformative project by 2028. I urge your strong consideration and support for this crucial initiative, which aligns closely with our shared goals of promoting regional development, resilience, and prosperity.

Thank you for your attention to this matter, and I look forward to the positive impact the Madera County SR-41 South Expressway Project will bring to our constituents and the broader community.

Sincerely,



Patricia Taylor  
Executive Director  
Madera County Transportation Commission





**STAFF REPORT**  
Board Meeting of May 29, 2024

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

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**SUBJECT:**

State Route 99/233 Chowchilla Multimodal Interchange Improvement Project - Letter of Support

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Madera County Transportation Commission (MCTC) has written a letter in support of the State Route 99/233 Chowchilla Multimodal Interchange Improvement project for consideration of the Community Project Funding (CPF) Request.

The purpose of this project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will provide a new bridge with 10-foot multi use sidewalk on the north side of the SR 233 overcrossing and 8-foot shoulders. This project will also construct roundabouts at the interchange ramp terminal intersections. Currently, SR 99 acts as a barrier to east-west pedestrian and bicycle movements. The current overcrossing is not wide enough to accommodate multi-modal access and lacks connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to safely cross SR 99 from one side of the city to the other. Funding for this project will assist in providing multimodal accessibility and connectivity by providing safe bicycle and pedestrian access through the SR 99/SR 233 interchange.

**FISCAL IMPACT:**

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



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May 2, 2024

The Honorable John Duarte  
U.S. House of Representatives  
Washington, DC 20515

Subject: **Support for State Route 99/233 Chowchilla Multimodal Interchange Improvement Project**

Dear Chairwoman Granger:

I am writing to express support for the City of Chowchilla's State Route 99/233 Chowchilla Multimodal Interchange Improvement Project located at the California State Route (SR) 99/SR 233 Separation in Chowchilla, CA for consideration for the Community Project Funding (CPF) Request.

The purpose of this project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will provide a 10-foot multi use sidewalk on the north side of the SR 233 overcrossing and 8-foot shoulders. This project will also construct roundabouts at the interchange ramp terminal intersections. Currently, SR 99 acts as a barrier to east-west pedestrian and bicycle movements. The current overcrossing is not wide enough to accommodate multi-modal access and lacks connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to safely cross SR 99 from one side of the city to the other. Funding for this project will assist in providing multimodal accessibility and connectivity by providing safe bicycle and pedestrian access through the SR 99/SR 233 interchange.

This is a transformative regional project able to meet the goals outlined in the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). When completed this project will support the safe and efficient movement of people and goods and improve mobility for all travelers through a variety of accessible modal options.

Thank you in advance for your consideration of Community Project Funding. We appreciate the opportunity to support the City of Chowchilla in their efforts to complete this project.

Sincerely,

Patricia Taylor  
Executive Director  
Madera County Transportation Commission

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**MEMBER AGENCIES:** City of Madera, City of Chowchilla, Madera County



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-F

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

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**SUBJECT:**

State Route 99 Comprehensive Multimodal Corridor Plan (SR 99 CMCP) Virtual Community Meeting

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Caltrans is preparing the State Route 99 Comprehensive Multimodal Corridor Plan (SR 99 CMCP) to achieve a more balanced transportation system that addresses community and environmental impacts. It will identify and prioritize potential improvements that address all types of transportation along the corridor and align them with regional, state, and federal funding programs.

Two virtual community meetings for Fresno and Madera counties will be held:

- Wednesday, June 12, 6:30 pm – 7:30 pm. Register for participation at [bit.ly/44Ng8uA](https://bit.ly/44Ng8uA).
- Thursday, June 13, 5:30 pm to 6:30 pm. Register for participation at [bit.ly/3UNtFxl](https://bit.ly/3UNtFxl).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-G

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

**SUBJECT:**

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 16 – (Type 3 – Formal)

**Enclosure:** Yes

**Action:** Ratify

**SUMMARY:**

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 16 to the 2023 FTIP on May 10, 2024. State and Federal approval is required for this amendment. The amendment includes the following:

- Amends the SHOPP Grouped Project Listings to include the 2024 SHOPP, per Caltrans request.
- Adjusts funding year and phase for the Community Project Funded Congressional Directed Spending Program Funds from the Consolidated Appropriations Act, 2023(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs, per the County of Madera request.

Amendment No. 16 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.

May 10, 2024

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

Attention: Peter Kang

**Subject: Submittal of the Madera County Amendment No. 16 (Type 3 – Formal) to the 2023 Federal Transportation Improvement Program**

Enclosed for your approval is Amendment No. 16 (Type 3 – Formal) to the 2023 Federal Transportation Improvement Program (FTIP). The Executive Director of the Madera County Transportation Commission (MCTC) as authorized by the Policy Board hereby approves Amendment No. 16 to the 2023 FTIP. State and Federal approval is required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 16 to the 2023 FTIP. The projects and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2023 FTIP via Amendment No. 16.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2023 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2023 FTIP Formal Amendment No. 16 addresses the following changes:
  - Updates the 2024 SHOPP Grouped Project Listing.
  - Adjusts funding from PE to ROW and Fiscal Year for the Community Project Funded Congressional Directed Spending Program Funds from the Consolidated Appropriations Act, 2023(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs, per the County of Madera request.

The financial plan confirms that, with this amendment, the 2023 FTIP remains financially constrained.

- Public Involvement: Attachment 3 includes the Public Notice.
- Conformity Requirements: The proposed project changes have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

In addition, the projects and/or project phases contained in Amendment No. 16 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).

A 7-day public review and interagency consultation period was completed on May 9, 2024. The public participation process for Amendment No. 16 to the 2023 FTIP is consistent with the MCTC Board adopted Public Participation Plan.

An electronic copy of the four-year financial plan will be sent via email. Amendment No. 16 to the 2023 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

If you have any questions regarding this document, please contact Jeff Findley at [jeff@maderactc.org](mailto:jeff@maderactc.org).

Sincerely,



Patricia Taylor, Executive Director  
Madera County Transportation Commission

**ATTACHMENT 1**  
**PROJECT LISTING**

# Summary of Changes

## MCTC 2023 FTIP Amendment No. 16 (Formal, Type 3)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
Existing	MAD 417008 221-0000-00406	In the County of Madera, from Ave 10.5 to Ave 12, widen to 4 lane expressway. From Ave 12 to 0.4 miles north of Ave 15, widen to 4 lane conventional highway.	COST DECREASE	PE	\$1,950,000	\$0	22/23	CPFCDS	(\$1,950,000)	(\$2,762,250)	Per County of Madera request
			NO CHANGE	PE	\$0	\$5,750	22/23	Local	\$5,750		
			COST INCREASE	ROW	\$0	\$1,950,000	23/24	CPFCDS	\$1,950,000		
			NO CHANGE	ROW	\$0	\$0	23/24	Local	\$0		
Existing	MAD 417008 221-0000-00406	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	NO CHANGE	CON	\$1,350,000	\$1,350,000	22/23	SHOPP	\$0		Per Caltrans request
			NO CHANGE	CON	\$0	\$0	22/23	Local	\$0		
			NO CHANGE	CON	\$20,138,000	\$20,138,000	23/24	SHOPP	\$0		
			NO CHANGE	CON	\$0	\$0	23/24	Local	\$0		
			COST DECREASE	CON	\$6,330,000	\$1,200,000	24/25	SHOPP	(\$5,130,000)		
			NO CHANGE	CON	\$0	\$0	24/25	Local	\$0		
			COST INCREASE	CON	\$65,740,000	\$68,102,000	25/26	SHOPP	\$2,362,000		
			NO CHANGE	CON	\$0	\$0	25/26	Local	\$0		

	22/23	23/24	24/25	25/26	Totals
CPFCDS	(\$1,950,000)	\$1,950,000	\$0	\$0	\$0
SHOPP	\$0	\$0	(\$5,130,000)	\$2,362,000	(\$2,768,000)
Local	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>(\$1,950,000)</b>	<b>\$1,950,000</b>	<b>(\$5,130,000)</b>	<b>\$2,362,000</b>	<b>(\$2,768,000)</b>



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

Item 4-4-G.

**Amended**

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0406	TITLE (DESCRIPTION): Madera SR 41 Expressway Phase 1 (In the County of Madera, from Ave 10.5 to Ave 12, widen to 4 lane expressway. From Ave 12 to 0.4 miles north of Ave 15, widen to 4 lane conventional highway.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD417008		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Madera County  
PROJECT MANAGER: Mike Day

PHONE:

EMAIL: mike.day@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	04/19/2024	JFINDLEY	Amendment - Cost/Scope/Sch. Change	16	60,000,000	26,950,000	11,750,000
4	Official	04/25/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	6	60,000,000	25,000,000	13,700,000
3	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	60,000,000	25,000,000	13,700,000
2	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	70,000,000	22,000,000	3,000,000
1	Official	03/20/2019	JFINDLEY	Amendment - New Project	3	70,000,000	22,000,000	3,000,000

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	6,000,000	5,750,000							11,750,000
* Fund Source 1 of 2	RW	1,000,000	24,000,000							25,000,000
* Fund Type: Developer Fees	CON			60,000,000						60,000,000
* Funding Agency:	Total:	7,000,000	29,750,000	60,000,000						96,750,000

* Federal Disc. -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE									
* Fund Source 2 of 2	RW			1,950,000						1,950,000
* Fund Type: Community Project Funding/Congressionally Directed	CON									
* Funding Agency:	Total:			1,950,000						1,950,000

Project Total:		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	6,000,000	5,750,000							11,750,000
	RW	1,000,000	24,000,000	1,950,000						26,950,000
	CON			60,000,000						60,000,000
	Total:	7,000,000	29,750,000	61,950,000						98,700,000

**Comments:**

Community Project Funded Congressional Directed Spending Program Funds from the Consolidated Appropriations Act, 2023(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs Funding Year and Phase Adjustment per the County of Madera request.

\*\*\*\*\* Version 5 - 04/17/2024 \*\*\*\*\*

Adds Community Project Funded Congressional Directed Spending Program Funds from the Consolidated Appropriations Act, 2023(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs.

\*\*\*\*\* Version 4 - 04/05/2023 \*\*\*\*\*

2023 FTIP  
2022 RTP, Table B-1

\*\*\*\*\* Version 1 - 04/19/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.  
2021 FTIP  
2018 RTP Table 5-2

\*\*\*\*\* DFTIP Version 1 - 09/22/2020\*\*\*\*\*

\*\*\*\*\* Version 1 - 11/19/2018 \*\*\*\*\*

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

Item 4-4-G.  
**Prior**

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0406	TITLE (DESCRIPTION): Madera SR 41 Expressway Phase 1 (In the County of Madera, from Ave 10.5 to Ave 12, widen to 4 lane expressway. From Ave 12 to 0.4 miles north of Ave 15, widen to 4 lane conventional highway.)	MPO Aprv: 04/25/2023 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD417008		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Madera County  
PROJECT MANAGER: Eric Karlson  
PHONE:  
EMAIL: eric.karlson@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Official	04/25/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	6	60,000,000	25,000,000	13,700,000
3	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	60,000,000	25,000,000	13,700,000
2	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	70,000,000	22,000,000	3,000,000
1	Official	03/20/2019	JFINDLEY	Amendment - New Project	3	70,000,000	22,000,000	3,000,000

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 2	PE	6,000,000	5,750,000							11,750,000
* Fund Type: Developer Fees	RW	1,000,000	24,000,000							25,000,000
	CON			60,000,000						60,000,000
* Funding Agency:	Total:	7,000,000	29,750,000	60,000,000						96,750,000

* Federal Disc. -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 2 of 2	PE		1,950,000							1,950,000
* Fund Type: Community Project Funding/Congressionally Directed	RW									
	CON									
* Funding Agency:	Total:		1,950,000							1,950,000

Project Total:		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	6,000,000	7,700,000							13,700,000
	RW	1,000,000	24,000,000							25,000,000
	CON			60,000,000						60,000,000
	Total:	7,000,000	31,700,000	60,000,000						98,700,000

Comments:

Adds Community Project Funded Congressional Directed Spending Program Funds from the Consolidated Appropriations Act, 2023(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs.

\*\*\*\*\* Version 4 - 04/05/2023 \*\*\*\*\*  
2023 FTIP  
2022 RTP, Table B-1

\*\*\*\*\* Version 1 - 04/19/22 \*\*\*\*\*  
Project data transferred from 2020 FTIP.  
2021 FTIP  
2018 RTP Table 5-2  
\*\*\*\*\* DFTIP Version 1 - 09/22/2020\*\*\*\*\*  
\*\*\*\*\* Version 1 - 11/19/2018 \*\*\*\*\*

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

Item 4-4-G.

**Amendment**

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0358	TITLE (DESCRIPTION): SHOPP Roadway Preservation Program (Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD406003		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
COUNTY: Madera County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER:

PHONE:

EMAIL:

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
18	Active	04/29/2024	JFINDLEY	Amendment - Cost/Scope/Sch. Change	16	163,137,000		
17	Official	06/05/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	8	86,535,000		
16	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	84,207,000		
15	Official	08/29/2022	JFINDLEY	Amendment - Cost/Scope/Sch. Change	12	116,105,000		
14	Official	05/05/2022	JFINDLEY	Amendment - Cost/Scope/Sch. Change	11	111,456,000		
13	Official	04/29/2022	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	84,207,000		
12	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	67,157,000		
11	Official	10/14/2020	JFINDLEY	Amendment - Other (Explain ==>)	18	62,472,000		
10	Official	06/26/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	16	62,472,000		

* SHOPP - Roadway Preservation -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	51,457,000	1,350,000	20,138,000	1,200,000	68,102,000	20,890,000			163,137,000
	Total:	51,457,000	1,350,000	20,138,000	1,200,000	68,102,000	20,890,000			163,137,000

**Comments:**

Per Updated SHOPP List - March 2024

\*\*\*\*\* Version 18 - 04/29/2024 \*\*\*\*\*

Per Updated SHOPP List - March 2023

Please Note that \$54,700,000 in FY 25/26 was Added to Project MAD 417003.

\*\*\*\*\* Version 17 - 05/24/2023 \*\*\*\*\*

2021 FTIP  
2022 SHOPP  
2022 RTP, Table B

\*\*\*\*\* Version 1 - 04/19/22 \*\*\*\*\*  
Project data transferred from 2020 FTIP.

2021 FTIP  
2020 SHOPP

\*\*\*\*\* Version 1 - 03/06/20 \*\*\*\*\*  
Project data transferred from 2018 FTIP.  
Per Caltrans updated SHOPP List - 5/30/19

\*\*\*\*\* Version 9 - 05/31/2019 \*\*\*\*\*  
\*\*\*\*\* Version 1 - 02/27/18 \*\*\*\*\*

Project data transferred from 2016 FTIP.  
Per Caltrans updated SHOPP List - August 2016

\*\*\*\*\* Version 6 - 08/22/2017 \*\*\*\*\*  
Per Caltrans updated SHOPP List - June 2016 and SHOPP Contingency (G13) Project List

\*\*\*\*\* Version 5 - 12/13/2016 \*\*\*\*\*  
\*\*\*\*\* Version 1 - 05/20/16 \*\*\*\*\*

Project data transferred from 2014 FTIP.  
Per Caltrans memo dated March 29, 2016

\*\*\*\*\* Version 3 - 04/11/2016 \*\*\*\*\*  
Per Caltrans updated SHOPP List/Request 7/21/14

\*\*\*\*\* DFTIP Version 1 - 12/05/2014 \*\*\*\*\*  
Per Caltrans updated SHOPP List/Request 7/21/14

\*\*\*\*\* Version 1 - 08/19/2014 \*\*\*\*\*

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

Item 4-4-G.  
**Prior**

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0358	TITLE (DESCRIPTION): SHOPP Roadway Preservation Program (Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes))	MPO Aprv: 06/05/2023 State Aprv: 06/09/2023 Federal Aprv: 07/21/2023
CT PROJECT ID:			MPO ID: MAD406003		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER:

PHONE:

EMAIL:

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
18	Active	04/29/2024	JFINDLEY	Amendment - Cost/Scope/Sch. Change	16	163,137,000		
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14	Official	05/05/2022	JFINDLEY	Amendment - Cost/Scope/Sch. Change	11	111,456,000		
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11	Official	10/14/2020	JFINDLEY	Amendment - Other (Explain ==>)	18	62,472,000		
10	Official	06/26/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	16	62,472,000		

* SHOPP - Roadway Preservation -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	51,457,000	1,350,000	20,138,000	6,330,000	7,260,000				86,535,000
* Funding Agency:	Total:	51,457,000	1,350,000	20,138,000	6,330,000	7,260,000				86,535,000

**Comments:**

Per Updated SHOPP List - March 2023

Please Note that \$54,700,000 in FY 25/26 was Added to Project MAD 417003.

\*\*\*\*\* Version 17 - 05/24/2023 \*\*\*\*\*

2021 FTIP  
2022 SHOPP  
2022 RTP, Table B

\*\*\*\*\* Version 1 - 04/19/22 \*\*\*\*\*  
Project data transferred from 2020 FTIP.  
2021 FTIP

2020 SHOPP  
\*\*\*\*\* Version 1 - 03/06/20 \*\*\*\*\*  
Project data transferred from 2018 FTIP.  
Per Caltrans updated SHOPP List - 5/30/19

\*\*\*\*\* Version 9 - 05/31/2019 \*\*\*\*\*  
\*\*\*\*\* Version 1 - 02/27/18 \*\*\*\*\*  
Project data transferred from 2016 FTIP.  
Per Caltrans updated SHOPP List - August 2016

\*\*\*\*\* Version 6 - 08/22/2017 \*\*\*\*\*  
Per Caltrans updated SHOPP List - June 2016 and SHOPP Contingency (G13) Project List  
\*\*\*\*\* Version 5 - 12/13/2016 \*\*\*\*\*

\*\*\*\*\* Version 1 - 05/20/16 \*\*\*\*\*  
Project data transferred from 2014 FTIP.  
Per Caltrans memo dated March 29, 2016  
\*\*\*\*\* Version 3 - 04/11/2016 \*\*\*\*\*

Per Caltrans updated SHOPP List/Request 7/21/14  
\*\*\*\*\* DFTIP Version 1 - 12/05/2014 \*\*\*\*\*  
Per Caltrans updated SHOPP List/Request 7/21/14  
\*\*\*\*\* Version 1 - 08/19/2014 \*\*\*\*\*

**ATTACHMENT 2**  
**FINANCIAL SUMMARY TABLES**

TABLE 1: REVENUE

**MADERA COUNTY TRANSPORTATION COMMISSION**  
**2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment 16**  
(\$'s in 1,000)

Funding Source	NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT	
		FY 2023		FY 2024		FY 2025		FY 2026			
		Amendment		Amendment		Amendment		Amendment			
		Prior	Current	Prior	Current	Prior	Current	Prior	Current		
	No. 15	No. 16	No. 15	No. 16	No. 15	No. 16	No. 15	No. 16			
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds	\$38,398	\$38,398	\$64,587	\$64,587	\$7,241	\$7,241	\$8,224	\$8,224	\$118,450	
	County General Funds	\$1,085	\$1,085	\$2,018	\$2,018	\$2,082	\$2,082	\$1,522	\$1,522	\$6,707	
	City General Funds	\$7,563	\$7,563	\$2,569	\$2,569	\$5,159	\$5,159	\$6,702	\$6,702	\$21,993	
	Street Taxes and Developer Fees	\$29,750	\$29,750	\$60,000	\$60,000					\$89,750	
RSTP Exchange funds											
Transit											
Transit Fares											
Other (See Appendix 1)											
<b>Local Total</b>	<b>\$38,398</b>	<b>\$38,398</b>	<b>\$64,587</b>	<b>\$64,587</b>	<b>\$7,241</b>	<b>\$7,241</b>	<b>\$8,224</b>	<b>\$8,224</b>	<b>\$118,450</b>		
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax			\$4,371	\$4,371	\$3,325	\$3,325			\$7,696	
	Other (See Appendix 2)										
<b>Regional Total</b>			<b>\$4,371</b>	<b>\$4,371</b>	<b>\$3,325</b>	<b>\$3,325</b>			<b>\$7,696</b>		
STATE	State Highway Operations and Protection Program (SHOPP) <sup>1</sup>	\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$3,188	\$65,740	\$71,882	\$98,309	
	SHOPP	\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$3,188	\$65,740	\$71,882	\$98,309	
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) <sup>1</sup>	\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801	
	STIP	\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801	
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) <sup>1</sup>			\$25	\$25	\$395	\$395	\$2,417	\$2,417	\$2,837	
	Highway Maintenance (HM) Program <sup>1</sup>										
Highway Bridge Program (HBP) <sup>1</sup>	5		\$5,197	\$5,197	\$239	\$239	\$279	\$279	\$5,715		
Road Repair and Accountability Act of 2017 (SB1)											
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)		\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965	
<b>State Total</b>		<b>\$20,657</b>	<b>\$20,657</b>	<b>\$48,852</b>	<b>\$48,852</b>	<b>\$9,025</b>	<b>\$3,895</b>	<b>\$105,081</b>	<b>\$111,223</b>	<b>\$184,627</b>	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,228	\$3,100	\$3,100	\$4,210	\$4,210	\$3,706	\$3,706	\$14,244
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$482	\$482	\$672	\$672	\$702	\$702	\$734	\$734	\$2,590
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$462	\$354	\$354	\$355	\$355	\$206	\$206	\$1,377
	FTA Transfer from Prior FTIP										
Other (See Appendix 4)											
<b>Federal Transit Total</b>		<b>\$4,172</b>	<b>\$4,172</b>	<b>\$4,126</b>	<b>\$4,126</b>	<b>\$5,267</b>	<b>\$5,267</b>	<b>\$4,646</b>	<b>\$4,646</b>	<b>\$18,211</b>	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,106	\$2,106	\$6,696	\$6,696	\$6,066	\$6,066	\$2,066	\$2,066	\$16,934
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$160	\$160	\$130	\$130					\$290
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$628	\$628					\$628
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	4										
Tribal Transportation Program	6	\$1,614	\$1,614	\$826	\$826	\$776	\$776	\$776	\$776	\$3,992	
Other (see Appendix 5)					\$1,950					\$1,950	
<b>Federal Highway Total</b>		<b>\$3,880</b>	<b>\$3,880</b>	<b>\$8,280</b>	<b>\$10,230</b>	<b>\$6,842</b>	<b>\$6,842</b>	<b>\$2,842</b>	<b>\$2,842</b>	<b>\$23,794</b>	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	<b>Federal Railroad Administration Total</b>										
<b>Federal Total</b>		<b>\$8,052</b>	<b>\$8,052</b>	<b>\$12,406</b>	<b>\$14,356</b>	<b>\$12,109</b>	<b>\$12,109</b>	<b>\$7,488</b>	<b>\$7,488</b>	<b>\$42,005</b>	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
<b>Innovative Financing Total</b>											
<b>REVENUE TOTAL</b>		<b>\$67,107</b>	<b>\$67,107</b>	<b>\$130,216</b>	<b>\$132,166</b>	<b>\$31,700</b>	<b>\$26,570</b>	<b>\$120,793</b>	<b>\$126,935</b>	<b>\$352,778</b>	

**Financial Summary Notes:**

- <sup>1</sup> State Programs that include both state and federal funds.  
<sup>2</sup> CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24  
<sup>3</sup> CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25  
<sup>4</sup> STBG/RSTP Funds are exchanged  
<sup>5</sup> Toll Credits in use  
<sup>6</sup> Portions of TTP Funds are located in Appendix R of the 2023 FTIP and not in CTIPS

Template Updated: 2/1/2022

TABLE 1: REVENUE - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION  
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment 16  
(\$'s in 1,000)

Local Other	Appendix 1 - Local Other								CURRENT TOTAL	
	FY 2023		FY 2024		FY 2025		FY 2026			
	Prior	Current	Prior	Current	Prior	Current	Prior	Current		
<b>Local Other Total</b>										

Regional Other	Appendix 2 - Regional Other								CURRENT TOTAL	
	FY 2023		FY 2024		FY 2025		FY 2026			
	Prior	Current	Prior	Current	Prior	Current	Prior	Current		
<b>Regional Other Total</b>										

State Other	Appendix 3 - State Other								CURRENT TOTAL
	FY 2023		FY 2024		FY 2025		FY 2026		
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transit and Intercity Rail Capital Program (TIRCP)	\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965
<b>State Other Total</b>	<b>\$17,478</b>	<b>\$17,478</b>	<b>\$23,414</b>	<b>\$23,414</b>			<b>\$3,073</b>	<b>\$3,073</b>	<b>\$43,965</b>

Federal Transit Other	Appendix 4 - Federal Transit Other								CURRENT TOTAL	
	FY 2023		FY 2024		FY 2025		FY 2026			
	Prior	Current	Prior	Current	Prior	Current	Prior	Current		
<b>Federal Transit Other Total</b>										

Federal Highway Other	Appendix 5 - Federal Highway Other								CURRENT TOTAL
	FY 2023		FY 2024		FY 2025		FY 2026		
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Community Project Funded Congressional Directed Spending Program Funds				\$1,950					\$1,950
<b>Federal Highway Other Total</b>				<b>\$1,950</b>					<b>\$1,950</b>

Federal Railroad Administration Other	Appendix 6 - Federal Railroad Administration Other								CURRENT TOTAL	
	FY 2023		FY 2024		FY 2025		FY 2026			
	Prior	Current	Prior	Current	Prior	Current	Prior	Current		
<b>Federal Railroad Administration Other Total</b>										

Innovative Other	Appendix 7 - Innovative Other								CURRENT TOTAL	
	FY 2023		FY 2024		FY 2025		FY 2026			
	Prior	Current	Prior	Current	Prior	Current	Prior	Current		
<b>Innovative Other Total</b>										

TABLE 2: PROGRAMMED

**MADERA COUNTY TRANSPORTATION COMMISSION**  
**2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment 16**  
**(\$'s in 1,000)**

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2023		FY 2024		FY 2025		FY 2026		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 15	Current No. 16	Prior No. 15	Current No. 16	Prior No. 15	Current No. 16	Prior No. 15	Current No. 16	
LOCAL	Local Total		\$38,398	\$38,398	\$64,587	\$64,587	\$7,241	\$7,241	\$8,224	\$8,224	\$118,450
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax				\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
	Other (See Appendix A)										
	<b>Regional Total</b>				<b>\$4,371</b>	<b>\$4,371</b>	<b>\$3,325</b>	<b>\$3,325</b>			<b>\$7,696</b>
STATE	State Highway Operations and Protection Program (SHOPP) <sup>1</sup>		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$3,188	\$65,740	\$71,882	\$98,309
	SHOPP		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$3,188	\$65,740	\$71,882	\$98,309
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) <sup>1</sup>		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program <sup>1</sup>				\$25	\$25	\$395	\$395	\$2,417	\$2,417	\$2,837
	Highway Maintenance (HM) Program <sup>1</sup>										
	Highway Bridge Program (HBP) <sup>1</sup>	5			\$5,197	\$5,197	\$239	\$239	\$279	\$279	\$5,715
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)		\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965
	<b>State Total</b>		<b>\$20,657</b>	<b>\$20,657</b>	<b>\$48,852</b>	<b>\$48,852</b>	<b>\$9,025</b>	<b>\$3,895</b>	<b>\$105,081</b>	<b>\$111,223</b>	<b>\$184,627</b>
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,228	\$3,100	\$3,100	\$4,210	\$4,210	\$3,706	\$3,706	\$14,244
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$482	\$482	\$672	\$672	\$702	\$702	\$734	\$734	\$2,590
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$462	\$354	\$354	\$355	\$355	\$206	\$206	\$1,377
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	<b>Federal Transit Total</b>		<b>\$4,172</b>	<b>\$4,172</b>	<b>\$4,126</b>	<b>\$4,126</b>	<b>\$5,267</b>	<b>\$5,267</b>	<b>\$4,646</b>	<b>\$4,646</b>	<b>\$18,211</b>
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,055	\$2,055	\$6,652	\$6,652	\$2,642	\$2,642	\$2,033	\$2,033	\$13,382
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$160	\$160	\$130	\$130					\$290
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$628	\$628					\$628
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGR/RSTP)	4	\$1,614	\$1,614	\$826	\$826	\$776	\$776	\$776	\$776	\$3,992
	Tribal Transportation Program										
	Other (see Appendix D)										\$1,950
	<b>Federal Highway Total</b>		<b>\$3,829</b>	<b>\$3,829</b>	<b>\$8,236</b>	<b>\$10,186</b>	<b>\$3,418</b>	<b>\$3,418</b>	<b>\$2,809</b>	<b>\$2,809</b>	<b>\$20,242</b>
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	<b>Federal Railroad Administration Total</b>										
	<b>Federal Total</b>		<b>\$8,001</b>	<b>\$8,001</b>	<b>\$12,362</b>	<b>\$14,312</b>	<b>\$8,685</b>	<b>\$8,685</b>	<b>\$7,455</b>	<b>\$7,455</b>	<b>\$38,453</b>
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	<b>Innovative Financing Total</b>										
<b>PROGRAMMED TOTAL</b>			<b>\$67,056</b>	<b>\$67,056</b>	<b>\$130,172</b>	<b>\$132,122</b>	<b>\$28,276</b>	<b>\$23,146</b>	<b>\$120,760</b>	<b>\$126,902</b>	<b>\$349,226</b>

**MPO Financial Summary Notes:**  
<sup>1</sup> State Programs that include both state and federal funds.  
<sup>2</sup> CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24  
<sup>3</sup> CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25  
<sup>4</sup> STBGR/RSTP Funds are exchanged  
<sup>5</sup> Toll Credits in use  
<sup>6</sup> Portions of TTP Funds are located in Appendix R of the 2023 FTIP and not in CTIPS





**TABLE 3: REVENUE-PROGRAMMED**

**MADERA COUNTY TRANSPORTATION COMMISSION**  
**2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment 16**  
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2023		FY 2024		FY 2025		FY 2026		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 15	Current No. 16	Prior No. 15	Current No. 16	Prior No. 15	Current No. 16	Prior No. 15	Current No. 16	
LOCAL	<b>Local Total</b>									
	<b>Tolls</b>									
REGIONAL	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	<b>Regional Total</b>									
STATE	<b>State Highway Operations and Protection Program (SHOPP) <sup>1</sup></b>									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	<b>State Transportation Improvement Program (STIP) <sup>1</sup></b>									
	STIP									
	STIP Prior									
	<b>State Bond</b>									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program <sup>1</sup>									
	Highway Maintenance (HM) Program <sup>1</sup>									
	Highway Bridge Program (HBP) <sup>1</sup>									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	<b>State Total</b>									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	<b>Federal Transit Total</b>									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Other									
	<b>Federal Highway Total</b>	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
FEDERAL RAIL	Other Federal Railroad Administration									
	<b>Federal Railroad Administration Total</b>									
	<b>Federal Total</b>	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	<b>Innovative Financing Total</b>									
<b>REVENUE - PROGRAM TOTAL</b>		\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552

**ATTACHMENT 3**  
**PUBLIC PARTICIPATION**

**NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE  
DRAFT AMENDMENT NO. 16 TO THE 2023 FEDERAL TRANSPORTATION  
IMPROVEMENT PROGRAM**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2023 Federal Transportation Improvement Program (FTIP). The 2023 FTIP is the programming document that identifies four years (FY 22/23, FY 23/24, FY 24/25 and FY 25/26) of federal, state and local funding sources for projects in Madera County.

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

The public review and comment period is open for 7 days commencing on May 3, 2024, and ending on May 9, 2024. Comments are due by May 9, 2024, at 3:00 p.m. These documents can also be viewed on the [MCTC Website](#). Public notice of public involvement activities and time established for public review and comments on this amendment will satisfy the program of projects (POP) requirements for Federal Transit Administration (FTA) projects.

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

# Public Review Notice

## 2023 FTIP Amendment No. 16

**Request for Proposal Madera County Growth and Demographic Forecast**

**MCTC**  
Madera County Transportation Commission

ABOUT AGENDAS FUNDING MEASURE T TRANSPORTATION

**Programming**

**Regional Transportation Improvement Program (RTIP)**

**Contact Information**

2001 Howard Road, Suite 201  
Madera, CA 93637  
Phone (559) 675-0721

**View Full Contact Details** →

**Federal Transportation Improvement Program (FTIP) and Air Quality Planning**

The Federal Transportation Improvement Program (FTIP) is a comprehensive, four-year transportation spending plan for the region that lists every transportation project that will receive federal funds or that is subject to a federally required action, such as a review and approval of environmental documents. The projects in the FTIP are developed and updated by MCTC through its member agencies and in cooperation with State and Federal agencies and the eight San Joaquin Valley counties.

**NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE**

**DRAFT AMENDMENT NO. 16 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2023 Federal Transportation Improvement Program (FTIP). The 2023 FTIP is the programming document that identifies four years (FY 22/23, FY 23/24, FY 24/25 and FY 25/26) of federal, state and local funding sources for projects in Madera County.

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

2023 Federal Transportation Improvement Program      2023 FTIP Grouped Project Listings

Type here to search      57°F Sunny      9:06 AM 5/7/2024

**ATTACHMENT 4**  
**GROUPED PROJECT AND/OR BACK UP LISTING**

**Madera County  
SHOPP Lump Sum by Category and Fund Type  
Dollars x \$1000**

**2024**

Item 4-4-G.

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
<b>Madera County</b>										
<b>SHOPP - Bridge Preservation</b>										
Road Maintenance and Rehabilitation Acc	\$1,004	\$451	\$553					\$450	\$14	\$540
TOTAL	\$1,004	\$451	\$553					\$450	\$14	\$540
<b>SHOPP - Collision Reduction</b>										
Surface Transportation Program	\$6,515	\$1,300	\$1,435	\$3,780				\$2,270	\$630	\$3,615
TOTAL	\$6,515	\$1,300	\$1,435	\$3,780				\$2,270	\$630	\$3,615
<b>SHOPP - Roadway Preservation</b>										
National Hwy System	\$91,862	\$1,670	\$1,200	\$68,102	\$20,890			\$4,440	\$368	\$87,054
TOTAL	\$91,862	\$1,670	\$1,200	\$68,102	\$20,890			\$4,440	\$368	\$87,054
<b>County TOTAL</b>	<b>\$99,381</b>	<b>\$3,421</b>	<b>\$3,188</b>	<b>\$71,882</b>	<b>\$20,890</b>			<b>\$7,160</b>	<b>\$1,012</b>	<b>\$91,209</b>
<b>MPO TOTAL</b>	<b>\$99,381</b>	<b>\$3,421</b>	<b>\$3,188</b>	<b>\$71,882</b>	<b>\$20,890</b>			<b>\$7,160</b>	<b>\$1,012</b>	<b>\$91,209</b>

**Madera County  
SHOPP Lump Sum by Category and Fund Type  
Dollars x \$1000**

**2024**

Item 4-4-G.

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Bridge Preservation</b>									
<b>Madera County</b>									
	12100000280	MAD 06	0V121	99		Near the city of Madera, at Cottonwood Creek Bridge No. 41-065R, No. 41-0065L and No. 41-0065S. Biological monitoring for parent project EA 0V120.	\$450	\$14	\$540
						County Total	\$450	\$14	\$540
						<b>MPO</b>			
						<b>SHOPP - Bridge Preservation Total:</b>	<b>\$450</b>	<b>\$14</b>	<b>\$540</b>



**Madera County  
SHOPP Lump Sum by Category and Fund Type  
Dollars x \$1000**

**2024**

Item 4-4-G.

**Madera County**

12100000284	MAD 06	1E910	41	Near Coarsegold, at the intersection with Road 416. Raise vertical profile of Road 416, and install lighting, signs, and striping at the intersection.	\$2,270	\$630	\$3,615	
				County Total	\$2,270	\$630	\$3,615	
				<b>MPO</b>	<b>SHOPP - Collision Reduction Total:</b>	<b>\$2,270</b>	<b>\$630</b>	<b>\$3,615</b>

**Madera County**  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2024**

Item 4-4-G.

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Roadway Preservation</b>									
<b>Madera County</b>									
	12100000277	MAD 06	0W860	233		In Chowchilla, from Avenue 24 1/2 to Route 99. Rehabilitate pavement and upgrade Transportation Management System (TMS) elements, roadside signs, and guardrail, and construct Class 2 bike lanes, Americans with	\$1,640	\$258	\$11,554
	12100000282	MAD 06	1E070	99		Near Madera, from 0.9 mile south of Avenue 7 to north of Avenue 12. Rehabilitate pavement.	\$0	\$0	\$54,700
	12100000285	MAD 06	1E960	41		Additional contribution from non-SHOPP project EA 0H220/PPNO 06-6297. In and near Coarsegold, from 2.1 miles north of Yosemite Spring Parkway to 1.4 miles south of Route 49. Rehabilitate pavement, upgrade complete streets features, guardrail and Traffic Management System (TMS) elements.	\$2,800	\$110	\$20,800
						County Total	\$4,440	\$368	\$87,054
						<b>MPO</b>			
						<b>SHOPP - Roadway Preservation Total:</b>	<b>\$4,440</b>	<b>\$368</b>	<b>\$87,054</b>



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-H

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

**SUBJECT:**

Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan (2022 RTP) Amendment 2, and Draft Corresponding Conformity Analysis

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Madera County Transportation Commission (MCTC) staff released the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan (2022 RTP) Amendment 2, and Draft Corresponding Conformity Analysis for public review on Monday, May 20, 2024.

The 2025 FTIP is a near-term listing of capital improvement and operational expenditures utilizing State and Federal funds for transportation projects in Madera County during the next four years.

The 2022 RTP Amendment 2 will update project and financial lists.

The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter.

The public review and comment period for each of the documents listed above are 30 days, commencing on May 20, 2024, and ending on June 19, 2024.

A public hearing for all the draft documents will be held on June 19, 2024, at 3:00 p.m. during the June MCTC Policy Board Meeting. Public comments are welcomed at the hearing or may be submitted in writing by 5:00 p.m. by the indicated date.

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

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled board meeting to be held on

July 17, 2024. The documents will then be submitted to State and Federal agencies for approval.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-l

**PREPARED BY:** Natalia Austin, Senior Regional Planner

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**SUBJECT:**

Revised 2023 Traffic Monitoring Program Report

**Enclosure:** Yes

**Action:** Accept the Revised 2023 Traffic Monitoring Program Report

**SUMMARY:**

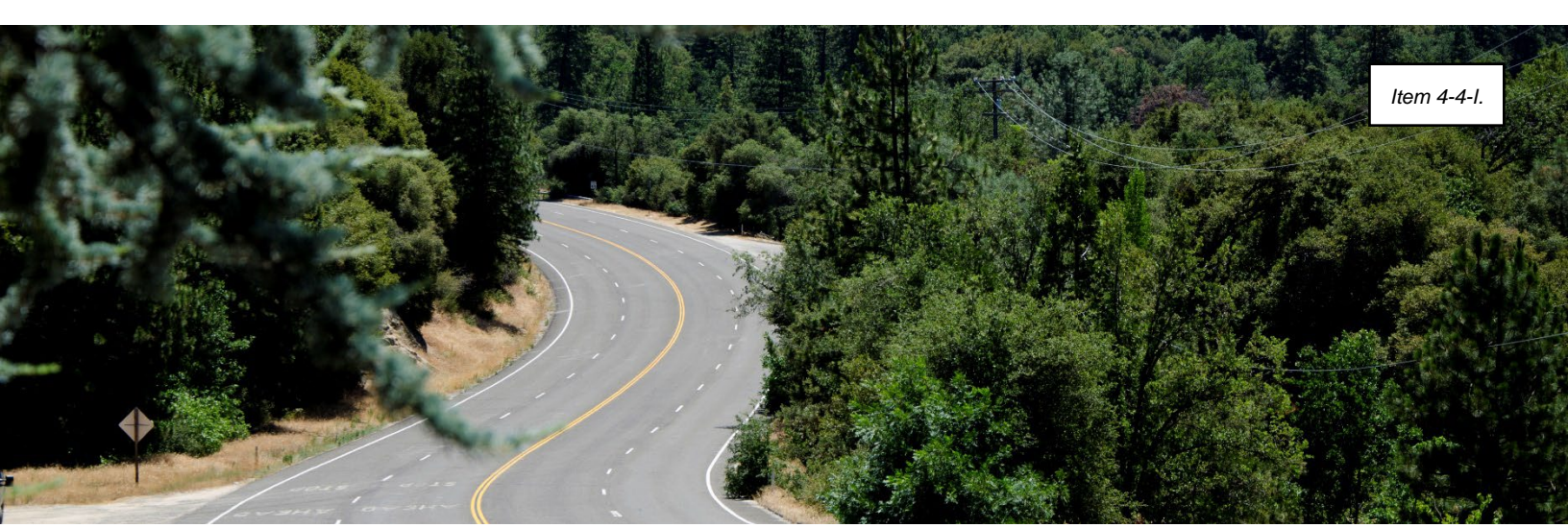
The Madera County Traffic Monitoring Program – 2023 Traffic Volume Report has been developed as part of Madera County Transportation Commission’s (MCTC) FY 2023-24 Overall Work Program (OWP). This report is published annually and provides current traffic count information for planning and engineering projects.

This report supersedes the report published in February 2024. Certain counts were found to be inconsistent with data collected in previous years and were removed after further investigation and analysis. These entries are indicated by an asterisk.

The full report is available on the MCTC website [here](#).

**FISCAL IMPACT:**

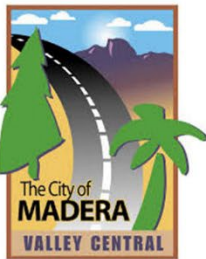
No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



MADERA COUNTY  
TRAFFIC MONITORING PROGRAM

2023

TRAFFIC VOLUMES REPORT



REVISED MAY 2024

## **INTRODUCTION**

The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA) and the designated Metropolitan Planning Organization (MPO) for Madera County. The Madera metropolitan boundary covers the entire County of Madera. The MCTC is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program as required by state law.

The MCTC's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the MCTC works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

The Madera County Traffic Monitoring Program – 2023 Traffic Volume Report has been developed as part of the Fiscal Year 2023/24 Overall Work Program (OWP) of the MCTC. A traffic monitoring report is published annually to provide current traffic count information for planning and engineering projects. The objective is 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 vehicle-miles-traveled (VMT) monitoring requirements.

## **PURPOSE OF TRAFFIC COUNTS**

The MCTC's Traffic Monitoring Program is a beneficial data source for both public and private interests. Some of the typical uses are:

**Air Quality Monitoring** - Federal regulations require that an air quality planning program be established. Traffic counts can identify vehicle types, speeds, and volumes to aid in determining levels of pollutants and their sources.

**Transportation Modeling** - The MCTC maintains a regional traffic simulation model to assist in air quality and transportation planning. This model is dependent upon current and accurate traffic counts to aid in future transportation and development planning.

**Traffic Signal Priorities and Capital Improvement Programs** - Each year agencies develop budgets for projects and improvements for the next fiscal year. Since funds are limited, project priorities must be set. Traffic counts assist in setting those priorities.

**Other Benefits Derived from Traffic Counts** - Regular monitoring of traffic volumes assists in the determination of growth rates, traffic accident rates, traffic signal and stop sign warrants, optimization of traffic signal timing, and traffic noise levels.

**Private Use** - Traffic counts are of service to private business. Uses include determination of location and economic potential of a proposed business. Likewise, traffic count data offer substantial benefits to real estate appraisal and financing decisions.

## **TRAFFIC COUNTING METHOD**

The traffic count locations were determined by MCTC with input from its member agencies. The traffic volume metrics were obtained utilizing StreetLight InSight. StreetLight InSight is a big data web platform that harnesses connected device and Internet of Things (IoT) data to measure vehicle, transit, bike and foot traffic. For the traffic volume information in this report, location-based services (LBS) data was extracted for the time period of January 1, 2022 – April

30, 2022. The data set includes trips from any device that moves like a motorized vehicle on the road such as cars, trucks, buses, motorcycles, etc. Asterisked entries indicate counts extracted from StreetLight that have been removed because they are inconsistent with previous years.

### **TRAFFIC COUNT DATA**

In addition to the data extracted from StreetLight InSight, this report also contains traffic count information dating back to 2019 obtained from previous Madera County Traffic Volume Reports. Previous to 2023, the counts were collected using portable road tube counters. The data are attached and are separated based on the jurisdiction of the roadway. Traffic count data within the four jurisdictions listed below are included in this report:

- County of Madera
- City of Madera
- City of Chowchilla
- State of California (Caltrans)

The Caltrans data contains the most recent (year 2021) Average Daily Traffic (ADT) counts calculated by Caltrans. As of the date of this report, the Caltrans traffic counts are available at the following internet address:

<http://dot.ca.gov/trafficops/census/>



COUNTY OF MADERA TRAFFIC VOLUMES

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Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022- Apr 2022
AVE. 7	E/O FIREBAUGH BLVD.	EB	--	--	2,725	Sep --	1,821
	E/O FIREBAUGH BLVD.	WB	--	--	2,444	Sep --	1,711
AVE. 7	W/O RD. 35	EB	--	--	1,412	Oct --	1,597
	W/O RD. 35	WB	--	--	1,208	Oct --	1,274
AVE. 7	E/O SR 99	EB	--	--	1,535	Oct --	*
	E/O SR 99	WB	--	--	1,324	Oct --	*
AVE. 7	W/O SR 99	EB	--	--	3,319	Oct --	*
	W/O SR 99	WB	--	--	2,928	Oct --	*
AVE. 7	W/O SR 145	EB	--	2,719	Sep --	--	*
	W/O SR 145	WB	--	2,575	Sep --	--	*
AVE. 7 1/2	E/O RD. 9	EB	--	3,701	Sep --	--	*
	E/O RD. 9	WB	--	3,713	Sep --	--	*
AVE. 9	W/O RD. 36	EB	--	--	4,117	Oct --	5,328
	W/O RD. 36	WB	--	--	4,675	Oct --	5,169
AVE. 9	E/O RD. 38	EB	--	--	3,865	Oct --	5,113
	E/O RD. 38	WB	--	--	4,036	Oct --	5,072
AVE. 9	E/O SR 99	EB	--	--	--	--	3,512
	E/O SR 99	WB	--	--	--	--	3,562
AVE. 12	W/O BUS. RT. 41	EB	--	7,019	Sep 8,771	Oct --	8,755
	W/O BUS. RT. 41	WB	--	6,984	Sep 7,594	Oct --	8,203
AVE. 12	E/O RD. 16	EB	--	--	1,531	Sep --	1,265
	E/O RD. 16	WB	--	--	1,558	Sep --	1,215
AVE. 12	E/O RD. 23	EB	--	--	--	--	1,197
	E/O RD. 23	WB	--	--	--	--	1,123
AVE. 12	E/O RD. 29	EB	--	--	6,537	Oct --	6,233
	E/O RD. 29	WB	--	--	6,957	Oct --	6,678
AVE. 12	E/O RD. 36	EB	--	--	7,574	Oct --	7,447
	E/O RD. 36	WB	--	--	7,515	Oct --	7,433
AVE. 12	W/O RD. 36	EB	--	--	5,594	Oct --	5,876
	W/O RD. 36	WB	--	--	5,909	Oct --	6,223
AVE. 12	W/O SR 41	EB	--	--	--	--	9,107
	W/O SR 41	WB	--	--	--	--	8,926
AVE. 12	W/O SR 145	EB	--	5,771	Oct --	--	*
	W/O SR 145	WB	--	6,062	Oct --	--	*
AVE. 13	W/O RD. 29	EB	--	3,936	Sep 1,803	Sep --	1,857
	W/O RD. 29	WB	--	4,183	Sep 1,763	Sep --	1,626
AVE. 14	E/O RD. 9	EB	--	246	Oct --	--	102
	E/O RD. 9	WB	--	242	Oct --	--	134
AVE. 14	E/O RD. 16	EB	--	--	828	Sep --	*
	E/O RD. 16	WB	--	--	932	Sep --	*
AVE. 14	W/O RD. 29	EB	--	--	442	Sep --	640
	W/O RD. 29	WB	--	--	446	Sep --	557
AVE. 15	W/O RD. 29	EB	--	--	3,306	Sep --	3,731
	W/O RD. 29	WB	--	--	3,604	Sep --	3,809
AVE. 15	W/O RD. 36	EB	--	--	2,223	Oct --	2,412
	W/O RD. 36	WB	--	--	2,094	Oct --	2,394
AVE. 15	W/O RD. 39 1/2	EB	--	--	2,956	Oct --	2,895
	W/O RD. 39 1/2	WB	--	--	2,799	Oct --	2,911
AVE. 15	W/O SR 41	EB	--	2,414	Oct --	--	3,363
	W/O SR 41	WB	--	2,470	Oct --	--	3,298
AVE. 17	E/O RD. 16	EB	--	--	160	Sep --	110
	E/O RD. 16	WB	--	--	176	Sep --	146
AVE. 17	W/O RD. 27	EB	--	2,347	Oct --	--	3,851
	W/O RD. 27	WB	--	2,361	Oct --	--	3,801
AVE. 17	E/O SR 99	EB	--	8,007	Oct --	--	7,419
	E/O SR 99	WB	--	8,399	Oct --	--	7,889
AVE. 18 1/2	W/O GOLDEN STATE BLVD.	EB	--	--	1,060	Oct --	723
	W/O GOLDEN STATE BLVD.	WB	--	--	983	Oct --	743

Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022		
AVE. 18 1/2	E/O RD. 9	EB	--	571	Oct	--	--	355	
	E/O RD. 9	WB	--	568	Oct	--	--	384	
AVE. 18 1/2	E/O RD. 16	EB	--	--	454	Sep	--	462	
	E/O RD. 16	WB	--	--	413	Sep	--	460	
AVE. 18 1/2	W/O RD. 27	EB	--	38	Oct	--	--	167	
	W/O RD. 27	WB	--	30	Oct	--	--	200	
AVE. 18 1/2	W/O SR 99 OVERPASS	EB	--	--	6,234	Sep	--	4,736	
	W/O SR 99 OVERPASS	WB	--	--	4,246	Sep	--	2,941	
AVE. 20	E/O RD. 16	EB	--	--	425	Sep	--	*	
	E/O RD. 16	WB	--	--	501	Sep	--	*	
AVE. 21	W/O RD. 27	EB	--	1,571	Oct	--	--	1,583	
	W/O RD. 27	WB	--	1,503	Oct	--	--	1,471	
AVE. 24	E/O RD. 16	EB	--	--	661	Sep	--	533	
	E/O RD. 16	WB	--	--	697	Sep	--	732	
AVE. 24	W/O SR 99	EB	--	--	1,562	Sep	--	1,439	
	W/O SR 99	WB	--	--	1,502	Sep	--	1,355	
AVE. 25	E/O RD. 9	EB	--	424	Sep	--	--	299	
	E/O RD. 9	WB	--	430	Sep	--	--	312	
AVE. 26	E/O RD. 19	EB	--	--	444	Sep	--	543	
	E/O RD. 19	WB	--	--	426	Sep	--	492	
AVE. 26	E/O RD. 26	EB	--	244	Sep	--	--	364	
	E/O RD. 26	WB	--	244	Sep	--	--	344	
BUS. RT. 41	N/O AVE. 10	NB	--	--	3,203	Oct	--	2,904	
	N/O AVE. 10	SB	--	--	2,896	Oct	--	2,366	
BUS. RT. 41	S/O AVE. 12	NB	--	--	1,658	Oct	--	*	
	S/O AVE. 12	SB	--	--	1,629	Oct	--	*	
CHILDREN'S BLVD.	W/O LANES BRIDGE RD.	EB	--	--	7,193	Oct	--	7,599	
	W/O LANES BRIDGE RD.	WB	--	--	7,189	Oct	--	8,104	
CHILDREN'S BLVD.	W/O SR 41	EB	--	7,428	Oct	--	--	9,671	
	W/O SR 41	WB	--	7,530	Oct	--	--	10,675	
ELLIS ST.	E/O D ST.	EB	--	--	--	--	--	1,675	
	E/O D ST.	WB	--	--	--	--	--	2,052	
FIREBAUGH BLVD.	N/O AVE. 7	NB	--	2,068	Sep	--	--	*	
	N/O AVE. 7	SB	--	2,121	Sep	--	--	*	
LANES BRIDGE RD.	N/O CHILDREN'S BLVD.	NB	--	--	4,523	Oct	--	*	
	N/O CHILDREN'S BLVD.	SB	--	--	3,857	Oct	--	*	
LUCKY LN.	E/O SR 41	EB	--	--	3,042	Oct	--	3,473	
	E/O SR 41	WB	--	--	2,943	Oct	--	2,006	
RD. 4	N/O AVE. 18 1/2	NB	May	182	Sep	--	--	115	161
	N/O AVE. 18 1/2	SB	May	197	Sep	--	--	130	135
RD. 9	N/O AVE. 7 1/2	NB	--	610	Sep	--	--	339	
	N/O AVE. 7 1/2	SB	--	679	Sep	--	--	358	
RD. 9	S/O AVE. 14	NB	May	574	Sep	--	--	348	276
	S/O AVE. 14	SB	May	676	Sep	--	--	417	299
RD. 9	N/O AVE. 18 1/2	NB	May	414	Sep	--	--	316	190
	N/O AVE. 18 1/2	SB	May	424	Sep	--	--	305	168
RD. 9	S/O AVE. 25	NB	--	374	Sep	--	--	253	
	S/O AVE. 25	SB	--	359	Sep	--	--	254	
RD. 9	N/O FRESNO RIVER	NB	--	672	Sep	--	--	246	
	N/O FRESNO RIVER	SB	--	657	Sep	--	--	250	
RD. 13	S/O AVE. 25	NB	--	317	Sep	--	--	236	
	S/O AVE. 25	SB	--	274	Sep	--	--	258	
RD. 16	N/O AVE. 12	NB	May	460	Sep	--	--	333	305
	N/O AVE. 12	SB	May	520	Sep	--	--	307	288
RD. 16	N/O AVE. 14	NB	--	--	657	Sep	--	321	
	N/O AVE. 14	SB	--	--	683	Sep	--	264	
RD. 16	N/O AVE. 18 1/2	NB	May	594	Sep	--	--	341	330
	N/O AVE. 18 1/2	SB	May	722	Sep	--	--	351	345

Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022
RD. 16	N/O FRESNO RIVER	NB	--	1,833	Sep --	--	*
	N/O FRESNO RIVER	SB	--	1,362	Sep --	--	*
RD. 19	N/O AVE. 12	NB	May 245	Sep --	--	185	144
	N/O AVE. 12	SB	May 305	Sep --	--	238	214
RD. 19	S/O AVE. 25	NB	--	345	Sep --	--	424
	S/O AVE. 25	SB	--	376	Sep --	--	401
RD. 22	N/O AVE. 20 1/2	NB	--	--	1,518	Sep --	1,338
	N/O AVE. 20 1/2	SB	--	--	1,429	Sep --	*
RD. 22	N/O AVE. 24	NB	--	351	Sep --	--	476
	N/O AVE. 24	SB	--	360	Sep --	--	580
RD. 23	N/O AVE. 7	NB	--	497	Oct --	--	261
	N/O AVE. 7	SB	--	503	Oct --	--	301
RD. 23	N/O AVE. 12	NB	May 1,618	Sep --	--	1,037	1,025
	N/O AVE. 12	SB	May 1,668	Sep --	--	1,056	1,040
RD. 23	N/O AVE. 15 1/2	NB	--	1,709	Sep --	--	1,542
	N/O AVE. 15 1/2	SB	--	1,706	Sep --	--	1,571
RD. 24	N/O AVE. 12	NB	--	638	Sep --	--	426
	N/O AVE. 12	SB	--	568	Sep --	--	404
RD. 25	N/O AVE. 12	NB	--	1,918	Sep --	--	2,168
	N/O AVE. 12	SB	--	2,004	Sep --	--	2,141
RD. 26	N/O AVE. 12	NB	--	1,816	Sep --	--	1,690
	N/O AVE. 12	SB	--	1,651	Sep --	--	1,801
RD. 26	N/O AVE. 17	NB	--	--	6,720	Oct --	6,863
	N/O AVE. 17	SB	--	--	6,594	Oct --	6,276
RD. 26	S/O AVE. 17	NB	--	--	6,826	Oct --	6,945
	S/O AVE. 17	SB	--	--	6,774	Oct --	7,093
RD. 26	N/O AVE. 18 1/2	NB	May 4,767	Sep --	--	3,413	3,411
	N/O AVE. 18 1/2	SB	May 4,651	Sep --	--	3,174	3,054
RD. 26	N/O AVE. 24	NB	--	250	Sep --	--	380
	N/O AVE. 24	SB	--	223	Sep --	--	329
RD. 26	S/O AVE. 21	NB	May 1,434	Sep --	--	1,076	1,335
	S/O AVE. 21	SB	May 1,502	Sep --	--	899	1,193
RD. 27	N/O AVE. 18 1/2	NB	124	Sep --	--	1,489	1,278
	N/O AVE. 18 1/2	SB	114	Sep --	--	1,435	1,244
RD. 27	S/O AVE. 21	NB	May --	--	--	772	592
	S/O AVE. 21	SB	May --	--	--	653	577
RD. 28	N/O COTTONWOOD CREEK	NB	June 4,054	Sep --	--	151	210
	N/O COTTONWOOD CREEK	SB	June 3,754	Sep --	--	153	216
RD. 28	N/O OLIVE AVE.	NB	--	--	--	--	3,237
	N/O OLIVE AVE.	SB	--	--	--	--	3,361
RD. 28 1/2	S/O ELLIS ST.	NB	2,539	Sep --	--	--	2,575
	S/O ELLIS ST.	SB	2,538	Sep --	--	--	2,376
RD. 29	N/O AVE. 12	NB	May 3,989	Sep --	--	2,589	3,022
	N/O AVE. 12	SB	May 3,941	Sep --	--	2,486	2,733
RD. 29	N/O AVE. 15 1/2	NB	--	--	--	--	39
	N/O AVE. 15 1/2	SB	--	--	--	--	73
RD. 32	S/O AVE. 12	NB	May 147	Sep --	--	150	200
	S/O AVE. 12	SB	May 162	Sep --	--	150	273
RD. 35	N/O AVE. 7	NB	--	895	Sep --	--	1,545
	N/O AVE. 7	SB	--	698	Sep --	--	1,217
RD. 36	N/O AVE. 12	NB	May 3,373	Sep --	--	2,356	3,090
	N/O AVE. 12	SB	May 3,881	Sep --	--	2,388	3,071
RD. 36	S/O AVE. 12	NB	May 1,009	Sep --	--	1,573	1,447
	S/O AVE. 12	SB	May 1,238	Sep --	--	1,354	1,341
RD. 36	N/O AVE. 15	NB	1,872	Sep 1,259	Sep --	--	2,015
	N/O AVE. 15	SB	1,685	Sep 1,229	Sep --	--	1,785
RD. 200	N/O RD. 211	NB	--	1,296	Sep --	--	1,232
	N/O RD. 211	SB	--	1,299	Sep --	--	1,107

Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022
RD. 200	E/O SR 41	EB	May 3,728	Sep --	--	1,540	2,176
	E/O SR 41	WB	May 4,295	Sep --	--	1,593	1,837
RD. 206	N/O SAN JOAQUIN RIVER	NB	May 2,382	Sep --	--	2,178	2,835
	N/O SAN JOAQUIN RIVER	SB	May 2,154	Sep --	--	1,742	2,766
RD. 221	N/O RD. 200	NB	May 712	Sep --	--	489	764
	N/O RD. 200	SB	May 688	Sep --	--	458	734
RD. 222	N/O FRESNO COUNTY LINE	NB	May 218	Sep --	--	157	289
	N/O FRESNO COUNTY LINE	SB	May 221	Sep --	--	197	284
RD. 222	E/O SR 41	EB	May 2,204	Sep --	--	1,411	1,793
	E/O SR 41	WB	May 2,232	Sep --	--	1,637	1,841
RD. 222	S/O RD. 432	NB	May 445	Sep --	--	235	484
	S/O RD. 432	SB	May 454	Sep --	--	240	512
RD. 223	N/O RD. 221	NB	May 793	Sep --	--	661	802
	N/O RD. 221	SB	May 784	Sep --	--	626	747
RD. 225	W/O RD. 274	EB	May 1,748	Sep --	--	1,313	*
	W/O RD. 274	WB	May 1,697	Sep --	--	1,352	*
RD. 274	E/O RD. 222	EB	May 1,053	Sep --	--	738	1,018
	E/O RD. 222	WB	May 993	Sep --	--	708	922
RD. 274	N/O RD. 225	NB	May 647	Sep --	--	550	813
	N/O RD. 225	SB	May 683	Sep --	--	586	813
RD. 400	N/O RIVER RD.	NB	--	281	Sep --	--	387
	N/O RIVER RD.	SB	--	279	Sep --	--	377
RD. 400	N/O RD. 603	NB	--	265	Sep --	--	424
	N/O RD. 603	SB	--	306	Sep --	--	386
RD. 406	W/O SR 41	EB	--	68	Sep --	--	177
	W/O SR 41	WB	--	64	Sep --	--	165
RD. 415	E/O RD. 400	EB	May 1,362	Sep --	--	1,304	1,848
	E/O RD. 400	WB	May 1,592	Sep --	--	1,394	1,863
RD. 415	W/O RD. 400	EB	May 818	Sep --	--	685	890
	W/O RD. 400	WB	May 820	Sep --	--	685	899
RD. 415	W/O SR 41	EB	--	2,040	Sep --	--	2,341
	W/O SR 41	WB	--	2,039	Sep --	--	2,341
RD. 416	W/O SR 41	EB	May 846	Sep --	--	753	968
	W/O SR 41	WB	May 825	Sep --	--	722	917
RD. 417	E/O SR 41	EB	May 1,784	Sep --	--	1,563	2,009
	E/O SR 41	WB	May 1,850	Sep --	--	1,540	1,928
RD. 426	S/O SR 41	NB	May 7,101	Sep --	--	5,598	*
	S/O SR 41	SB	May 6,506	Sep --	--	4,989	*
RD. 426	S/O RD. 427	NB	May 3,405	Sep --	--	2,828	2,500
	S/O RD. 427	SB	May 3,449	Sep --	--	2,854	2,786
RD. 427	W/O INDIAN SPRINGS RD.	EB	May 1,992	Sep --	--	1,454	2,085
	W/O INDIAN SPRINGS RD.	WB	May 1,975	Sep --	--	1,562	1,685
RD. 432	E/O RD. 222	EB	May 643	Sep --	--	314	527
	E/O RD. 222	WB	May 625	Sep --	--	347	483
RD. 434	S/O RD. 274	NB	May 714	Sep --	--	486	530
	S/O RD. 274	SB	May 749	Sep --	--	471	696
RD. 600	S/O RD. 407	NB	--	534	Sep --	--	628
	S/O RD. 407	SB	--	567	Sep --	--	538
RD. 600	S/O RD. 603	NB	--	467	Sep --	--	695
	S/O RD. 603	SB	--	466	Sep --	--	584
RD. 600	W/O SR 49	EB	May 420	Sep --	--	390	519
	W/O SR 49	WB	May 403	Sep --	--	409	543
RD. 603	W/O RD. 400	EB	May 273	Sep --	--	282	496
	W/O RD. 400	WB	May 297	Sep --	--	266	470
YOSEMITE SPRINGS PK	W/O SR 41	EB	May --	--	--	2,182	2,952
	W/O SR 41	WB	May --	--	--	2,239	2,759

# CITY OF MADERA TRAFFIC VOLUMES

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Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022
4th ST.	E/O D ST.	EB	--	4,068	Sep --	--	4,137
	E/O D ST.	WB	--	3,762	Sep --	--	3,757
4th ST.	E/O GATEWAY DR.	EB	--	5,902	Sep --	--	5,861
	E/O GATEWAY DR.	WB	--	5,460	Sep --	--	5,411
4th ST.	W/O GATEWAY DR.	EB	--	6,330	Sep --	--	6,005
	W/O GATEWAY DR.	WB	--	6,210	Sep --	--	6,162
4th ST.	S/O SUNSET AVE.	SB	--	--	4,264	Oct --	4,313
6th ST.	W/O B ST.	WB	--	--	2,008	Oct --	1,138
6th ST.	W/O D ST.	WB	--	--	2,674	Oct --	1,801
9th ST.	E/O D ST.	EB	--	2,697	Sep --	--	2,349
	E/O D ST.	WB	--	3,346	Sep --	--	3,192
9th ST.	E/O GATEWAY DR.	EB	--	2,837	Sep 2,853	Sep --	2,388
	E/O GATEWAY DR.	WB	--	3,749	Sep 4,157	Sep --	3,945
ADELL ST.	W/O D ST.	EB	--	--	1,092	Oct --	*
	W/O D ST.	WB	--	--	1,162	Oct --	*
AIRPORT DR.	S/O AVE. 17	NB	--	--	--	1,643	Nov *
	S/O AVE. 17	SB	--	--	--	1,661	Nov *
ALMOND AVE.	E/O GRANADA DR	EB	1,580	Sep --	1,537	Sep 1,463	Nov 1,306
	E/O GRANADA DR	WB	1,487	Sep --	1,413	Sep 1,434	Nov 1,264
ALMOND AVE.	E/O STADIUM RD	EB	1,118	Sep --	--	1,084	Nov 1,311
	E/O STADIUM RD	WB	1,618	Sep --	--	1,666	Nov 1,331
ALMOND AVE.	E/O SR 145	EB	--	--	2,827	Sep --	2,656
	E/O SR 145	WB	--	--	3,798	Sep --	3,359
ALMOND AVE.	W/O SR 145	EB	--	1,445	Sep --	--	1,855
	W/O SR 145	WB	--	1,611	Sep --	--	2,115
AVE. 13	E/O SR 145	EB	--	--	4,999	Sep --	2,022
	E/O SR 145	WB	--	--	4,861	Sep --	2,489
AVE. 13	W/O SR 145	EB	--	--	--	--	2,405
	W/O SR 145	WB	--	--	--	--	3,936
AVE. 16	W/O SR 99	EB	--	--	4,498	Sep --	3,773
	W/O SR 99	WB	--	--	4,588	Sep --	3,422
AVE. 16	W/O SCHNOOR	EB	--	--	--	--	4,034
	W/O SCHNOOR	WB	--	--	--	--	4,077
AVE. 17	W/O SR 99	EB	--	--	3,141	Sep --	2,609
	W/O SR 99	WB	--	--	3,168	Sep --	2,990
C ST.	W/O 9th ST.	NB	--	--	--	--	1,183
CENTRAL AVE.	E/O D ST.	EB	--	--	1,304	Oct --	1,391
	E/O D ST.	WB	--	--	1,535	Oct --	1,591
CENTRAL AVE.	E/O GATEWAY DR.	EB	--	--	1,587	Oct --	1,429
	E/O GATEWAY DR.	WB	--	--	1,652	Oct --	1,759
CLEVELAND AVE.	E/O D ST.	EB	--	5,552	Sep --	--	6,854
	E/O D ST.	WB	--	6,921	Sep --	--	6,650
CLEVELAND AVE.	W/O GRANADA DR.	EB	--	--	--	--	2,275
CLEVELAND AVE.	E/O GRANADA DR.	EB	--	--	4,415	Sep --	4,778
	E/O GRANADA DR.	WB	--	--	4,894	Sep --	5,096
CLEVELAND AVE.	E/O SHARON BLVD.	EB	--	4,479	Sep --	--	*
	E/O SHARON BLVD.	WB	--	6,379	Sep --	--	*
CLEVELAND AVE.	W/O SR 99	WB	--	--	13,327	Oct --	12,772
CLEVELAND AVE.	W/O TULARE ST.	EB	--	--	7,532	Oct --	7,656
	W/O TULARE ST.	WB	--	--	7,549	Oct --	7,468
CLEVELAND AVE.	N/O YOSEMITE AVE.	NB	--	11,512	Sep --	--	9,851
	N/O YOSEMITE AVE.	SB	--	10,898	Sep --	--	10,468
CLINTON ST.	SW/O TOZER ST.	NB	1,336	Sep --	--	1,694	Nov 2,350
	SW/O TOZER ST.	SB	1,516	Sep --	--	1,769	Nov 2,082
COUNTRY CLUB DR.	N/O CLEVELAND AVE.	NB	--	8,898	Sep --	--	*
	N/O CLEVELAND AVE.	SB	--	8,367	Sep --	--	*
COUNTRY CLUB DR.	N/O SHARON AVE.	NB	--	--	8,602	Oct --	9,921
	N/O SHARON AVE.	SB	--	--	8,749	Oct --	6,564
D ST.	N/O 4th ST.	NB	--	3,187	Sep --	--	2,926
	N/O 4th ST.	SB	--	3,992	Sep --	--	3,324

Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022			
D ST.	S/O 6th ST.	SB	--	--	1,758	Oct	1,637			
D ST.	N/O CENTRAL AVE.	NB	4,912	Sep	--	--	4,619	Dec	3,835	
	N/O CENTRAL AVE.	SB	6,000	Sep	--	--	5,174	Dec	4,144	
D ST.	N/O CLEVELAND AVE.	NB	--	2,513	Sep	--	--	2,585		
	N/O CLEVELAND AVE.	SB	--	2,840	Sep	--	--	2,903		
D ST.	S/O CLEVELAND AVE.	NB	--	--	3,527	Oct	--	2,862		
	S/O CLEVELAND AVE.	SB	--	--	2,884	Oct	--	2,617		
ELLIS ST.	W/O RD. 26	EB	--	--	--	--	3,422	Nov	3,620	
	W/O RD. 26	WB	--	--	--	--	4,038	Nov	3,602	
ELLIS ST.	E/O RD. 27	EB	3,012	Sep	--	--	3,141	Nov	2,839	
	E/O RD. 27	WB	2,651	Sep	--	--	2,981	Nov	2,648	
ELLIS ST.	E/O KENNEDY ST.	EB	--	--	4,127	Sep	--	3,768		
	E/O KENNEDY ST.	WB	--	--	4,089	Sep	--	3,482		
GATEWAY DR.	N/O 4th ST.	NB	--	5,094	Sep	--	--	5,859		
	N/O 4th ST.	SB	--	4,347	Sep	--	--	4,428		
GATEWAY DR.	S/O 4th ST.	NB	6,712	Sep	--	--	6,198	Dec	6,251	
	S/O 4th ST.	SB	5,855	Sep	--	--	4,295	Dec	4,660	
GATEWAY DR.	N/O CENTRAL AVE.	NB	--	--	5,504	Oct	--	6,270		
GATEWAY DR.	N/O CLEVELAND AVE.	NB	--	2,670	Sep	--	--	2,527		
	N/O CLEVELAND AVE.	SB	--	2,668	Sep	--	--	2,359		
GATEWAY DR.	S/O CLEVELAND AVE.	NB	--	--	--	--	6,547	Nov	6,491	
	S/O CLEVELAND AVE.	SB	--	--	--	--	4,828	Nov	4,154	
GATEWAY DR.	S/O MADERA AVE.	NB	--	2,631	Oct	--	--	3,255		
	S/O MADERA AVE.	SB	--	2,268	Oct	--	--	2,088		
GATEWAY DR.	N/O OLIVE AVE.	NB	--	2,153	Sep	--	--	*		
	N/O OLIVE AVE.	SB	--	1,932	Sep	--	--	*		
GRANADA DR.	N/O CLEVELAND AVE.	NB	--	2,635	Sep	--	--	2,584		
	N/O CLEVELAND AVE.	SB	--	2,551	Sep	--	--	2,439		
GRANADA DR.	S/O CLEVELAND AVE.	NB	--	--	5,156	Sep	--	4,858		
	S/O CLEVELAND AVE.	SB	--	--	5,402	Sep	--	5,208		
GRANADA DR.	N/O SUNSET AVE.	NB	--	4,178	Sep	--	--	4,132		
	N/O SUNSET AVE.	SB	--	3,973	Sep	--	--	3,938		
GRANADA DR.	S/O SUNSET AVE.	NB	3,744	Sep	--	3,644	Sep	3,541	Nov	3,649
	S/O SUNSET AVE.	SB	3,778	Sep	--	3,588	Sep	3,444	Nov	3,661
GRANADA DR.	N/O HOWARD RD.	NB	--	3,335	Sep	--	--	3,438		
	N/O HOWARD RD.	SB	--	3,203	Sep	--	--	3,368		
GRANADA DR.	S/O HOWARD RD.	NB	4,565	Sep	--	--	3,720	Nov	3,814	
	S/O HOWARD RD.	SB	4,787	Sep	--	--	3,724	Nov	3,441	
GRANADA DR.	N/O ALMOND AVE.	NB	3,775	Sep	--	--	3,017	Nov	2,969	
	N/O ALMOND AVE.	SB	3,983	Sep	--	--	3,047	Nov	2,804	
GRANADA DR.	S/O PECAN AVE.	NB	--	--	--	--	--	2,184		
	S/O PECAN AVE.	SB	--	--	--	--	--	2,197		
HOWARD RD.	W/O GRANADA DR.	EB	4,040	Sep	--	--	3,443	Nov	*	
	W/O GRANADA DR.	WB	4,021	Sep	--	--	3,372	Nov	*	
HOWARD RD.	E/O WESTBERRY BLVD.	EB	--	--	3,833	Sep	--	*		
I ST.	S/O 4th ST.	SB	--	--	3,167	Oct	--	4,041		



Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022		
I ST.	N/O YOSEMITE AVE.	NB	--	--	3,527	Oct	--	3,246	
KENNEDY ST.	W/O TULARE ST.	WB	--	--	2,691	Oct	--	2,868	
LAKE ST.	N/O 4th ST.	NB	--	4,690	Sep	--	--	5,138	
	N/O 4th ST.	SB	--	4,667	Sep	--	--	4,727	
LAKE ST.	S/O 4th ST.	EB	4,342	Sep	--	--	4,064	Nov	3,691
	S/O 4th ST.	WB	3,765	Sep	--	--	4,486	Nov	3,536
LAKE ST.	N/O CLEVELAND AVE.	NB	--	4,722	Sep	--	--	5,506	
	N/O CLEVELAND AVE.	SB	--	4,950	Sep	--	--	5,610	
LAKE ST.	S/O CLEVELAND AVE.	NB	4,905	Sep	--	--	5,067	Nov	4,588
	S/O CLEVELAND AVE.	SB	4,579	Sep	--	--	4,992	Nov	4,169
LAKE ST.	N/O ELLIS ST.	NB	2,510	Sep	--	--	3,389	Nov	3,004
	N/O ELLIS ST.	SB	2,889	Sep	--	--	3,518	Nov	3,308
MERCED ST.	N/O KENNEDY ST.	NB	--	--	--	--	--	1,294	
	N/O KENNEDY ST.	SB	--	--	--	--	--	1,468	
OLIVE AVE.	E/O GATEWAY DR.	EB	--	4,723	Sep	--	--	3,269	
	E/O GATEWAY DR.	WB	--	5,240	Sep	--	--	6,232	
OLIVE AVE.	W/O ROOSEVELT ST.	EB	6,215	Sep	--	--	6,012	Nov	5,967
	W/O ROOSEVELT ST.	WB	5,954	Sep	--	--	5,500	Nov	5,279
OLIVE AVE.	W/O SR 145	EB	--	4,759	Sep	--	--	*	
	W/O SR 145	WB	--	4,561	Sep	--	--	*	
PINE ST.	N/O HOWARD RD.	NB	--	2,025	Sep	--	--	*	
	N/O HOWARD RD.	SB	--	1,728	Sep	--	--	*	
PINE ST.	S/O HOWARD RD.	NB	5,540	Sep	--	--	4,477	Dec	3,951
	S/O HOWARD RD.	SB	4,407	Sep	--	--	3,712	Dec	2,812
RAYMOND RD.	N/O CLEVELAND AVE.	NB	--	4,543	Sep	--	--	5,218	
	N/O CLEVELAND AVE.	SB	--	4,747	Sep	--	--	4,461	
ROOSEVELT AVE.	N/O OLIVE AVE.	NB	--	734	Sep	--	--	*	
	N/O OLIVE AVE.	SB	--	924	Sep	--	--	*	
SCHNOOR AVE.	S/O AVE. 16	NB	5,130	Sep	--	--	5,082	Nov	4,340
	S/O AVE. 16	SB	4,265	Sep	--	--	4,158	Nov	3,657
SCHNOOR AVE.	N/O CLEVELAND AVE.	NB	--	4,386	Sep	--	--	4,531	
	N/O CLEVELAND AVE.	SB	--	4,272	Sep	--	--	3,789	
SCHNOOR AVE.	S/O CLEVELAND AVE.	NB	4,525	Sep	--	--	5,288	Nov	4,500
	S/O CLEVELAND AVE.	SB	4,882	Sep	--	--	6,246	Nov	5,679
SCHNOOR AVE.	N/O HOWARD RD.	NB	--	3,184	Sep	--	--	2,554	
	N/O HOWARD RD.	SB	--	2,855	Sep	--	--	3,297	
SCHNOOR AVE.	N/O JEFFERSON AVE.	NB	--	--	6,511	Oct	--	6,426	
SCHNOOR AVE.	N/O SUNSET AVE.	NB	--	4,259	Sep	--	--	4,733	
	N/O SUNSET AVE.	SB	--	4,063	Sep	--	--	4,417	
SCHNOOR AVE.	S/O SUNSET AVE.	NB	3,820	Sep	--	--	3,450	Dec	3,488
	S/O SUNSET AVE.	SB	3,850	Sep	--	--	3,380	Dec	3,891
SHERWOOD WAY	W/O LAKE ST.	EB	--	--	2,142	Oct	--	2,277	
	W/O LAKE ST.	WB	--	--	1,726	Oct	--	1,890	
STADIUM RD.	N/O ALMOND AVE.	NB	2,015	Sep	--	--	1,874	Nov	1,778
	N/O ALMOND AVE.	SB	1,979	Sep	--	--	1,762	Nov	2,054
STOREY RD.	E/O SR 145	EB	1,416	Sep	--	--	1,282	Nov	1,466
	E/O SR 145	WB	1,429	Sep	--	--	1,327	Nov	1,370
SUNRISE AVE.	E/O 9th ST.	EB	--	1,930	Sep	--	--	1,890	
	E/O 9th ST.	WB	--	2,664	Sep	--	--	2,787	
SUNRISE AVE.	W/O RD. 28	EB	1,795	Sep	--	--	2,355	Nov	2,562
	W/O RD. 28	WB	1,610	Sep	--	--	2,356	Nov	3,453
SUNSET AVE.	W/O 4TH ST.	EB	3,719	Sep	--	--	3,475	Dec	4,090
	W/O 4TH ST.	WB	4,053	Sep	--	--	3,445	Dec	4,038
SUNSET AVE.	W/O WESTBERRY BLVD.	EB	1,421	Sep	--	--	1,316	Nov	1,061
	W/O WESTBERRY BLVD.	WB	1,380	Sep	--	--	1,373	Nov	1,167
	E/O WESTBERRY BLVD.	EB	1,892	Sep	--	--	1,787	Nov	1,693
	E/O WESTBERRY BLVD.	WB	1,686	Sep	--	--	1,583	Nov	1,745

Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022
TOZER ST.	N/O ALMOND AVE.	NB	--	--	3,449	Sep --	3,330
	N/O ALMOND AVE.	SB	--	--	3,497	Sep --	3,791
TOZER ST.	N/O AVE. 15	NB	--	--	--	7,289	Nov 5,124
	N/O AVE. 15	SB	--	--	--	7,318	Nov 6,432
TOZER ST.	NW/O CLINTON ST.	NB	7,282	Sep. --	--	7,903	Nov 6,905
	NW/O CLINTON ST.	SB	7,164	Sep. --	--	8,548	Nov 7,763
TULARE ST.	S/O KENNEDY ST.	NB	1,559	Sep. --	--	--	1,786
	S/O KENNEDY ST.	SB	1,560	Sep. --	--	--	1,792
YOSEMITE AVE.	W/O GATEWAY DR.	EB	--	5,252	Sep --	--	6,596
	W/O GATEWAY DR.	WB	--	5,242	Sep --	--	5,990
YOSEMITE AVE.	N/O OLIVE AVE.	NB	--	4,808	Sep --	--	*
	N/O OLIVE AVE.	SB	--	4,286	Sep --	--	*

CITY OF CHOWCHILLA TRAFFIC VOLUMES

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Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022
3rd. ST.	N/O KINGS AVE.	NB	1,379	Sep --	--	--	1,819
	N/O KINGS AVE.	SB	1,619	Sep --	--	--	1,967
5th ST.	N/O KINGS AVE.	NB	1,346	Sep --	--	--	1,719
	N/O KINGS AVE.	SB	1,240	Sep --	--	--	1,624
5th ST.	S/O SR 233	NB	1,706	Sep --	--	--	2,036
	S/O SR 233	SB	1,441	Sep --	--	--	1,721
11th ST.	E/O HUMBOLDT AVE.	EB	--	--	--	210	Nov 103
	E/O HUMBOLDT AVE.	WB	--	--	--	185	Nov 204
11th ST.	N/O KINGS AVE.	NB	692	Sep --	--	--	641
	N/O KINGS AVE.	SB	694	Sep --	--	--	598
11th ST.	S/O ROBERTSON BLVD.	NB	--	--	804	Sep --	499
	S/O ROBERTSON BLVD.	SB	--	--	748	Sep --	458
13th ST.	N/O KINGS AVE.	NB	--	--	390	Sep --	468
	N/O KINGS AVE.	SB	--	--	366	Sep --	390
15th ST.	N/O KINGS AVE.	NB	--	--	1,525	Sep 1,273	Nov 1,773
	N/O KINGS AVE.	SB	--	--	1,538	Sep 1,459	Nov 1,586
15th ST.	N/O SR 233	NB	1,660	Sep --	--	--	1,598
	N/O SR 233	SB	1,710	Sep --	--	--	1,800
15th ST.	S/O SR 233	NB	1,566	Sep --	--	--	1,831
	S/O SR 233	SB	2,181	Sep --	--	--	1,528
AVE. 24	W/O UPRR	EB	--	--	--	--	873
	W/O UPRR	WB	--	--	--	--	761
AVE. 24 1/2	W/O CHOWCHILLA BLVD.	EB	--	--	473	Sep --	413
	W/O CHOWCHILLA BLVD.	WB	--	--	487	Sep --	360
AVE. 24 1/2	W/O UPRR	EB	--	--	--	--	--
	W/O UPRR	WB	--	--	--	--	--
AVE. 26	E/O SR 99	EB	--	--	6,616	Sep --	6,554
	E/O SR 99	WB	--	--	6,856	Sep --	6,373
AVE. 26	W/O CARLYLE WAY	EB	6,495	Sep --	--	--	5,566
	W/O CARLYLE WAY	WB	7,140	Sep --	--	--	4,345
CHOWCHILLA BLVD.	S/O ASH SLOUGH BRIDGE	NB	--	--	--	1,341	Nov 1,623
	S/O ASH SLOUGH BRIDGE	SB	--	--	--	2,188	Nov 2,751
CHOWCHILLA BLVD.	N/O AVE. 24	NB	--	--	--	781	Nov 855
	N/O AVE. 24	SB	--	--	--	670	Nov 835
CHOWCHILLA BLVD.	S/O AVE. 25	NB	--	600	Sep --	--	--
	S/O AVE. 25	SB	--	507	Sep --	--	--
CHOWCHILLA BLVD. BYP.	S/O ROBERTSON BLVD.	NB	--	--	--	--	1,192
	S/O ROBERTSON BLVD.	SB	--	--	--	--	1,575
COLUSA AVE.	W/O 2nd ST.	EB	--	--	305	Sep --	261
	W/O 2nd ST.	WB	--	--	233	Sep --	178
COMMERCE DR.	N/O AVE. 24 1/2	NB	--	--	--	--	165
	N/O AVE. 24 1/2	SB	--	--	--	--	126
FRONT ST.	S/O TRINITY AVE.	NB	--	--	--	--	437
	S/O TRINITY AVE.	SB	--	--	--	--	282
HOWELL RD.	W/O AUTUMN WAY	EB	--	1,116	Sep --	--	1,384
	W/O AUTUMN WAY	WB	--	1,033	Sep --	--	1,443
HOWELL RD.	E/O SANTA CRUZ BLVD.	EB	--	--	--	960	Nov --
	E/O SANTA CRUZ BLVD.	WB	--	--	--	852	Nov --
KINGS AVE.	W/O 6th ST.	EB	767	Sep --	--	597	Nov 522
	W/O 6th ST.	WB	932	Sep --	--	923	Nov 782
MONTEREY AVE.	W/O 13th ST.	EB	225	Sep --	--	289	Nov 203
	W/O 13th ST.	WB	200	Sep --	--	256	Nov 192
RD. 15 1/2	S/O AVE. 24 1/2	NB	--	--	57	Sep --	76
	S/O AVE. 24 1/2	SB	--	--	63	Sep --	89
RD. 15 1/2	S/O MARIPOSA AVE.	NB	--	--	865	Sep --	1,104
	S/O MARIPOSA AVE.	SB	--	--	754	Sep --	743

Street Name	Location	Dir	2019	2020	2021	2022	Jan 2022 – Apr 2022
RD. 16	N/O AVE. 24 1/2	NB	--	--	--	1,012	Nov 1,689
	N/O AVE. 24 1/2	SB	--	--	--	713	Nov 1,206
RD. 16	S/O AVE. 24 1/2	NB	1,544	Sep --	1,932	Sep --	2,098
	S/O AVE. 24 1/2	SB	1,938	Sep --	1,637	Sep --	1,263
RD. 16	S/O AVE. 25	NB	--	1,258	Sep --	--	--
	S/O AVE. 25	SB	--	901	Sep --	--	--
ROBERTSON BLVD.	E/O MONTGOMERY LAKES WAY	EB	767	Sep --	--	3,372	Nov 3,261
	E/O MONTGOMERY LAKES WAY	WB	932	Sep --	--	3,410	Nov 3,404
TRINITY AVE.	W/O 4th ST.	EB	--	--	--	556	Nov 422
	W/O 4th ST.	WB	--	--	--	854	Nov 456
VENTURA AVE.	W/O 6th ST.	EB	1,789	Sep --	--	1,798	Nov 2,425
	W/O 6th ST.	WB	1,847	Sep --	--	1,703	Nov 2,227
VENTURA AVE.	W/O HOWELL RD.	EB	--	--	736	Sep --	974
	W/O HOWELL RD.	WB	--	--	748	Sep --	986
WASHINGTON RD.	W/O CITY LIMITS	EB	--	--	--	--	460
	W/O CITY LIMITS	WB	--	--	--	--	464
WASHINGTON RD.	W/O ROBERTSON BLVD.	EB	--	1,896	Sep --	--	1,948
	W/O ROBERTSON BLVD.	WB	--	1,979	Sep --	--	2,071
WASHINGTON RD.	E/O CITY LIMITS	EB	--	618	Oct --	--	561
	E/O CITY LIMITS	WB	--	656	Oct --	--	600

# CALTRANS 2021 TRAFFIC VOLUMES

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Route	Post Mile	Location	Peak Hour (Back)	Peak Month ADT (Back)	Annual ADT (Back)	Peak Hour (Ahead)	Peak Month ADT (Ahead)	Annual ADT (Ahead)
RTE. 41	3.23	AVENUE 12	3400	37500	34000	2050	25000	22500
	6.228	AVE 15 (WEST) - LT	1400	17300	15500	1400	17300	15500
	9.25	JCT. RTE. 145 WEST	1400	17300	15500	1600	20800	18500
	17.91	COUNTY ROAD 200	1450	18000	16000	1200	15500	13400
	25	ROAD 417 (RIGHT)	1100	13900	12000	1100	13500	12000
	35.32	SOUTH LIMITS OAKHURST				1600	21300	17800
	35.48	JCT. RTE. 49 NORTH	1650	21300	17800	1700	20200	16800
	35.77	OAKHURST, ROAD 426	1700	20200	16800	1050	12100	9000
	38.889	YOSEMITE FORKS, BASS LAKE ROAD	1100	12000	9000	660	7200	5300
	45.739	MADERA/MARIPOSA COUNTY LINE	660	7200	5100			
	.639	MARIPOSA/MADERA COUNTY LINE	310	3600	2350	350	3150	2150
RTE. 49	0	OAKHURST, JCT. RTE. 41				1150	12400	11500
	4.494	COUNTY ROAD 600 (ROAD TO RAYMOND)	610	7000	6200	550	6400	5700
	5.53	COUNTY ROAD 628 (ROAD TO CEDARBROOK)	550	6400	5700	480	5500	4900
	8.235	COUNTY ROAD 601	380	4450	3950	390	4300	3650
	9.275	MADERA/MARIPOSA COUNTY LINE	320	3200	2950			
RTE. 59	0	JCT. RTE. 152				390	6600	5900
	.057	JCT RTE 152	390	6600	5800			
RTE. 99	0	FRESNO/MADERA COUNTY LINE				6600	89000	82000
	.989	AVENUE 7 (RIPPERDAN AVENUE)	6600	89000	82000	5600	81000	74000
	3.564	AVENUE 9	5600	81000	74000	6100	85000	78000
	7.463	AVENUE 12	6100	85000	78000	5800	82000	76000
	9.49	GATEWAY DRIVE	5800	82000	76000	5300	76000	71000
	10.268	MADERA, JCT. RTE. 145	5300	76000	71000	5700	83000	77000
	11.009	MADERA, WEST FOURTH STREET	5700	83000	77000	5300	78000	72000
	11.18	MADERA, SECOND STREET	5300	78000	72000	6000	87000	80000
	12.125	MADERA, CLEVELAND AVENUE	6000	87000	80000	5200	75000	69000
	12.752	MADERA, AVENUE 16	5200	75000	69000	5700	82000	74000
	14.222	AVENUE 17	5700	82000	74000	5600	81000	73000
	16.331	AVENUE 18 1/2	5600	81000	73000	5600	80000	72000
	18.68	AVENUE 20	5600	80000	72000	5400	78000	70000
	20.874	AVENUE 21 1/2	5400	78000	70000	5500	78000	70000
	22.727	CALIFA, JCT. RTE. 152 WEST	5500	78000	70000	3900	54000	49000
	23.77	AVENUE 24	3900	54000	49000	3900	54000	49000
	24.43	AVENUE 24 1/2	3900	54000	49000	3900	55000	49000
26.576	JCT. RTE. 233 WEST	3900	55000	49000	3650	51000	46000	
28.167	MINTURN ROAD	3650	51000	46000	3750	51000	47000	

Route	Post Mile	Location	Peak Hour (Back)	Peak Month ADT (Back)	Annual ADT (Back)	Peak Hour (Ahead)	Peak Month ADT (Ahead)	Annual ADT (Ahead)
	29.359	MADERA/MERCED COUNTY LINE	3750	51000	47000			
RTE. 145	0	FRESNO/MADERA COUNTY LINE				580	6800	6400
	7.06	AVENUE 12 (POLE LINE ROAD)	740	6900	6100	720	7400	6900
	8.06	AVENUE 13	1200	12300	11600	1350	13700	12900
	8.56	AVENUE 13 1/2 (ALMOND AVENUE)	1350	13700	12900	1550	17500	15800
	9.077	MADERA, JCT. RTE. 99	1550	17500	15800	1450	16000	14600
	9.317	MADERA, F STREET	1450	16000	14600	1450	16000	14600
	9.6	MADERA, SIXTH STREET	1450	16100	14700	1300	14300	13100
	9.68	MADERA, YOSEMITE AVENUE	1250	14300	12500	1500	16700	15000
	9.91	MADERA, C STREET	1500	16700	15000	1500	16700	15200
	10.15	MADERA, LAKE STREET	1550	16500	15500	1550	17000	15900
	11.02	MADERA, TOZER STREET	1050	10700	10300	920	11700	10800
	13.66	RIVER ROAD (COUNTY ROAD 400)	840	11700	9900	610	7600	6800
	25.459	JCT. RTE. 41	520	6500	5800			
RTE. 152	0	MERCED/MADERA COUNTY LINE				1300	17400	14900
	10.799	JCT. RTE. 233 NORTHWEST	1150	16200	13300	1250	16800	14500
	15.634	CALIFA, JCT. RTE. 99	1400	18200	15900			
RTE. 233	0	Begin Route				310	3750	3450
	.005	JCT. RTE. 152	330	4050	3700	310	3750	3450
	2.39	CHOWCHILLA, WASHINGTON AVENUE	820	10000	9200	970	11700	10800
	2.49	CHOWCHILLA, 15TH STREET	970	11700	10800	930	11800	10300
	3.09	CHOWCHILLA, 6TH STREET	970	11900	10800	970	12400	10700
	3.29	CHOWCHILLA, 3RD STREET	1200	14500	13300	1200	14700	13900
	3.586	CHOWCHILLA, CHOWCHILLA AVENUE	1100	13700	12700	1100	13800	13000
	3.887	JCT. RTE. 99	1100	13800	13000			





**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 4-J

**PREPARED BY:** Natalia Austin, Senior Regional Planner

**SUBJECT:**

YARTS 2024 Summer Schedule and Reservations

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Yosemite Area Regional Transportation System (YARTS) summer service starts this month in May. Reservations for summer service opened the week of March 18, 2024. A reservation is required to drive into or through Yosemite National Park on certain days from April 13 through October 27, 2024, for those driving into the park between 5:00 am and 4:00 pm as follows:

- **April 13 through June 30:** A reservation is required from 5:00 am to 4:00 pm on Saturdays, Sundays, and on holidays (May 27 and June 19). A reservation is not required on other days.
- **July 1 through August 16:** A reservation is required from 5:00 am to 4:00 pm every day.
- **August 17 through October 27:** A reservation is required from 5:00 am to 4:00 pm on Saturdays, Sundays, and holidays (September 2 and October 14). A reservation is not required on other days.

Driving *through* the park also requires a reservation if entering between 5:00 am and 4:00 pm (on days a reservation is required).

State Route 41 summer service began on May 10, 2024, and operates until September 10, 2024, with stops in Oakhurst, Fish Camp, Mariposa Grove, Wawona, and Yosemite National Park.

State Route 140 summer service began on May 13, 2024, and operates until September 30, 2024, with stops in Merced, Catheys Valley, Mariposa, Midpines, El Portal, and Yosemite National Park.

State Route 120 summer service began on May 17, 2024, and operates until September 30, 2024. Runs 120-1, 120-2, 120-4, and 120-5 operate June 1, 2024, through August 31, 2024. State Route 120 services Sonora, Jamestown, Groveland, Buck Meadows, Yosemite Lakes, Rush Creek, Big Oak Flat, Crane Flat, and Yosemite National Park.

State Route 395/120E summer service begins July 1, 2024, and operates until September 30, 2024. Runs 395-1 and 395-2 operate July 1, 2024, through August 31, 2024. State Route 395/120E services Mammoth Lakes, June Lake, Lee Vining, Tuolumne Meadows, White Wolf, Crane Flat, and Yosemite National Park.

For more information about YARTS schedules, fares, routes, or to reserve tickets, visit [www.yarts.com](http://www.yarts.com) or call (877) 989-2787.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 5-A

**PREPARED BY:** Natalia Austin, Senior Regional Planner

**SUBJECT:**

Social Service Transportation Advisory Council's (SSTAC) FY 2024-25 Unmet Transit Needs Recommendations – Resolution No. 24-05

**Enclosure:** Yes

**Action:** MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council's (SSTAC) FY 2024-25 Unmet Transit Needs finding by Resolution No. 24-05

**BACKGROUND:**

Pursuant to Section 99401.5 of the California Public Utilities Code, the Madera County Transportation Commission (MCTC), as the Regional Transportation Planning Agency, is responsible for performing the annual “unmet transit needs” process. The purpose of this process is to ensure that all “unmet transit needs” that are “reasonable to meet” are met on transit service before any Transportation Development Act (TDA) funds are expended for non-transit uses, such as streets and roads. If the MCTC Policy Board, through the unmet transit needs process, identifies an “unmet transit need” and determines the need is “reasonable to meet,” these transit needs must be met before any TDA funds are expended for non-transit uses, such as street and road projects. According to CA PUC Section 99401.5 (c), 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.

The MCTC Policy Board 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 Section 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 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.

The role of the Social Services Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of unmet transit needs within Madera County. The MCTC Policy Board makes the final determination, taking into consideration the recommendations of the SSTAC, and adopts a finding of fact for each jurisdiction by resolution. 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 the Council. 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 Policy Board 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, including 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.

The annually required public hearing to receive comments regarding unmet transit needs was held on Wednesday, April 24, 2024, at the MCTC Policy Board meeting. In addition, since July 1, 2023, MCTC staff have received public input on potential unmet transit needs within the region through online surveys, comment forms, and workshops. The SSTAC met on April 30, 2024, and evaluated all comments received using the MCTC Policy Board adopted “unmet transit need” and “reasonable to meet” definitions and made a recommendation to the MCTC Policy Board. The following staff summary was prepared in cooperation with the SSTAC. The SSTAC has also submitted a letter outlining its recommendations to the MCTC Policy Board under separate correspondence.

**SUMMARY:**

The SSTAC and MCTC staff reviewed twenty-seven comments. Seventeen of the comments were identified as potential unmet transit needs and were evaluated using the “unmet transit need” and “reasonable to meet” definitions. The SSTAC has made the following recommendations for each jurisdiction:

SSTAC Recommendation for Madera County: There are unmet transit needs, including needs that are reasonable to meet.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs that are reasonable to meet.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs that are reasonable to meet.

MCTC Staff concur with the SSTAC recommendations for all three jurisdictions.

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for Madera County (MCC) are as follows:

- CONNECT TO MERCED, SPECIFICALLY TO THE MERCED AMTRAK STATION

**SSTAC Recommendation: Not an unmet transit need**

Discussion: There is not enough documented demand for a route to Merced. There was a route in the past that was discontinued due to low ridership. There are options to get to

Merced Amtrak utilizing existing local transit service combined with rail service. The Madera Metro Blue Line serves the Madera Amtrak Station (MDR). Amtrak tickets from Madera to Merced cost \$9.00 for a direct one-way trip and have six different time options. The train ride takes less than 35 minutes.

- ADD LATER SERVICE TO/FROM THE COMMUNITY OF LA VINA, SO RIDERS CAN MAKE IT BACK HOME FROM APPOINTMENTS THAT RUN LATE.

**SSTAC Recommendation: Unmet transit need, not reasonable to meet**

Discussion: There is not enough documented demand to provide later Fixed Route service to and from La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Yes	Yes	Will be determined with microtransit study	Yes

- ADD MORE FREQUENT FIXED ROUTE SERVICE IN THE COMMUNITY OF LA VINA

**SSTAC Recommendation: Unmet transit need, not reasonable to meet.**

Discussion: There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Yes	Yes	Will be determined with microtransit study	Yes

- PROVIDE SERVICE TO VALLEY CHILDREN’S HOSPITAL AT 8PM (EVENING) AND BACK TO YOSEMITE AVENUE IN MADERA AT 7AM (MORNING)

**SSTAC Recommendation: Unmet transit need, not reasonable to meet.**

Discussion: There is not enough documented demand for transit service to Valley Children’s Hospital in the evenings. The microtransit study will provide guidance on the amount of ridership needed to support this service if implemented.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Unknown - There was only one comment regarding this need	Unknown - It is unclear how many people this will benefit	Will be determined with microtransit study	Yes

- PROVIDE MEDICAL TRANSIT SERVICE FROM THE MOUNTAINS (EASTERN MADERA COUNTY) TO HOSPITALS IN FRESNO, MADERA, OR MARIPOSA

**SSTAC Recommendation: Unmet transit need, not reasonable to meet.**

Discussion: The County provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays. Some residents are not healthy enough to utilize this service, since the ride and wait times can be long. In some instances, riders are dropped off in the morning for their appointments and then wait to get picked up, in some cases several hours later, after the rest of the riders are done with their appointments to head back home. The County believes that microtransit service will assist in making these medical trips more convenient, increasing the benefit to residents.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Yes	Yes	Will be determined with microtransit study	Yes

- ADD A STOP CLOSER TO ROAD 200 IN NORTH FORK

**SSTAC Recommendation: Unmet transit need, not reasonable to meet**

Discussion: There is not enough documented demand for a new stop that would add ten minutes or more to the route at this time.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Will be determined with microtransit study	Unknown - There was only one comment regarding this need	Unknown - It is unclear how many people this will benefit	Will be determined with microtransit study	Yes

- ADD A BUS SHELTER AT THE STORE IN LA VINA

**SSTAC Recommendation: Unmet transit need, not reasonable to meet**

Discussion: There is not sufficient room for a bus shelter at the store; however, the County will continue to work with the store owner to find a solution. There may be a stop added on the other side of the street where there are planned sidewalks. Most of the MCC stops are in the unincorporated area that lacks infrastructure like sidewalks to add an ADA compliant shelter.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
No – Existing infrastructure will not support a shelter	Yes	Yes	Yes	Yes

- ADD TRASH CANS AT THE STOPS IN LA VINA

**SSTAC Recommendation: Not an unmet transit need**

Discussion: The County transit administration will not allow trash cans at the stops because of the sustained maintenance that would be required.

- ADD MORE LIGHTING AT THE BUS STOPS AND ALONG THE ROUTES TO BUS STOPS IN LA VINA; ADD LIGHTED SCHEDULES TO SHOW IF THE BUS IS RUNNING ON TIME

**SSTAC Recommendation: Unmet transit need, reasonable to meet**

Discussion: The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. However, the app may not perform well in areas with weak internet service. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Yes	Yes	Yes	Yes	Yes

- ADD MORE SHELTERS AND BENCHES AT STOPS IN LA VINA

**SSTAC Recommendation: Unmet transit need, not reasonable to meet**

Discussion: The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.



*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
No – lack of support infrastructure prevents installation in many locations	Yes	Yes	Yes	Yes

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for the City of Madera (Madera Metro) are as follows:

- TRAVEL TO ST. AGNES MEDICAL CENTER IN FRESNO BY MADERA METRO DIAL-A-RIDE

**SSTAC Recommendation: Not an unmet transit need**

Discussion: There are options to get to Fresno for medical appointments from Madera. Madera County provides fixed route service from Madera to Valley Children’s Medical Center, where riders can connect to Fresno Area Express to get to destinations (including medical) in the City of Fresno. Madera County also provides the Medical Escort service on Tuesday, Wednesday, & Thursday specifically for medical trips to the Fresno and Clovis Area.

- ADD SERVICE ON SUNDAYS IN THE CITY OF MADERA

**SSTAC Recommendation: Not an unmet transit need**

Discussion: Dial-a-ride service is available on Sundays. A greater need would have to be established (i.e. community acceptance, potential ridership) before amending the budget and contracting with MV Transit to add a fixed route service on Sundays. Even though utilizing Dial-a-ride requires an advance reservation, same-day service is available if there are cancellations. The City of Madera conducted a Transit Plan Services Assessment that was completed in July 2023. The newest route changes that have been implemented have been based on the results of the assessment.

- PROVIDE A STOP NEAR SHERWOOD WAY TO GET TO MADERA COLLEGE

**SSTAC Recommendation: Not an unmet transit need**

Discussion: To get to Madera City College from Sherwood Way, there are a couple of options. A rider can reserve Dial-a-Ride to get to the college, or they can use the fixed route system. To use the fixed route system, get on the bus at one of the three bus stops along Sherwood Way. Take the blue line to Walgreens, then transfer to the green line to get to the college.

- PROVIDE SERVICE AFTER 5:30 PM IN THE CITY OF MADERA

**SSTAC Recommendation: Unmet transit need, not reasonable to meet**

Discussion: Many events, including public meetings, begin at the end of the business day. Providing public transit service later in the evenings would provide transit dependent persons with increased mobility options. However, when the City surveyed residents as part of its recent needs assessment, later service was not an issue. The need for later service would need to be established by further analysis and demonstrated possibly by a pilot study.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Unknown	Unknown – There was only one comment regarding this need	Yes	Unknown	Yes

- PROVIDE SERVICE TO ALL THE CAMARENA CLINICS

**SSTAC Recommendation: Not an unmet transit need**

Discussion: All but two of the Camarena clinics are being served by the current route system in the city. In most cases, the riders are dropped off right at the clinic.

- ABILITY FOR USERS TO SAVE THE TRANSIT SCHEDULES

**SSTAC Recommendation: Not an unmet transit need**

Discussion: There are many ways for Madera Metro transit users to access and save the schedules. They are available in hardcopy or for download on the agency’s website.

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for the City of Chowchilla are as follows:

- PROVIDE SERVICE UNTIL 5PM AND ADD WEEKEND SERVICE IN CHOWCHILLA

**SSTAC Recommendation: Unmet transit need, not reasonable to meet**

Discussion: Several years ago, the City approved a pilot program with extended hours until 5 pm. For two years it was underutilized, so the service was discontinued. The City will continue to monitor community needs to determine if there should be an extension of service hours based on information collected during outreach efforts and ridership data.

*Reasonable to Meet Requirements*

Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistency with Existing Service and Plans
Unknown - it is unclear how many residents of Chowchilla would utilize the service in the evenings and on weekends	Unknown – There was only one comment regarding this need	Unknown	Unknown	Yes

The rest of the comments received were determined to be either operational or non-transit issues. These comments were forwarded to the appropriate agencies to be addressed.

**FISCAL IMPACT:**

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



# Unmet Transit Needs Comments with Social Services Transportation Advisory Council (SSTAC) Recommendations

## FY 2024-2025

### July 1, 2023 – April 24, 2024

**1. Comment Form – Mail:**

**Name: Fanny Sofia De La O – Madera**

**Received: October 24, 2023**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Metro Dial-A-Ride (DAR)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: St. Agnes Community Hospital in Fresno. Above all for people over 60 like me. We need help\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Metro (DAR) for hospital appointments in Fresno\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I haven't had any issues, and the drivers are very kind\*.

[SSTAC Recommendation: Not an unmet transit need](#)

There are options to travel to Fresno for medical appointments from Madera. Madera County provides fixed route service from Madera to Valley Children’s Medical Center, where riders can connect to Fresno Area Express to get to destinations (including medical) in the City of Fresno. Madera County also provides the Medical Escort service on Tuesday, Wednesday, & Thursday specifically for medical trips to the Fresno and Clovis Area.

**2. Online Survey #1**

**Name: Anonymous**

**Received: September 7, 2023**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I want to save the schedules\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

[SSTAC Recommendation: Not an unmet transit need](#)

There are many ways to access and save the schedules. They are available in hardcopy or for download on each agency's website.

**3. Online Survey #2**

**Name: Anonymous**

**Received: September 9, 2023**

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No.

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I never have problems when riding it.

[SSTAC Recommendation: None](#)

**4. Online Survey #3****Name: Sarai Ortiz****Received: February 14, 2024**

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I would if there was public transportation on Sundays, since that is the day the farm workers have off. The mayor attractions are the San Joaquin Church, Walmart, Lions Park\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: The last changes were good, maybe if the route would reach the train station, go by Camarena kids on Yosemite, by the fire station, the Toro Loco store, DDS or a stop by Country Club would have more ridership\*.

Q4: Do you feel safe using transit? Why or why not?

A4: No, because of the waiting time, it can be more than 1 hour and then it won't come by. Perhaps if they had fixed schedules, even if they take 1 hour, but with the schedule set and update the schedules on-line, it will improve planning when to take the bus. Inside the bus there are no issues, the drivers are good drivers, and the use of seatbelts is also good\*.

Q5: (Optional) 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.

A5: Thank you, I took the bus for a long time, and I was waiting for the opportunity to share my thoughts, since there wasn't that option before\*.

**SSTAC Recommendation: Not an unmet transit need**

Dial-a-Ride service is available on Sundays. A greater need would have to be established (i.e. community acceptance, potential ridership) before amending the budget and contracting with MV Transit to add a fixed route service on Sundays. Even though utilizing Dial-a-Ride requires an advance reservation, same-day service is available if there are cancellations. The City of Madera conducted a Transit Plan Services Assessment that was completed in July 2023. The newest route changes that have been implemented have been based on the results of the assessment.

St Joachim's Catholic Church, Camarena Kids, and Walmart are being served by the current fixed route system on Monday - Saturday.

**5. Online Survey #4****Name: Anonymous**

**Received: February 21, 2024**

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No

Q3: Describe the transit improvements(s) you are requesting.

A3: A connection to Merced, specifically to Merced Amtrak station

Q4: Do you feel safe using transit? Why or why not?

A4: In general, yes. Though I have not used Madera County services.

Q5: (Optional) 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.

A5: Please consider connections to Merced. Thank you!

[SSTAC Recommendation: Not an unmet transit need](#)

There is not enough documented demand for a route to Merced. There was a route in the past that was discontinued due to low ridership. There are options to get to Merced Amtrak utilizing existing local transit service combined with rail service. The Madera Metro Blue Line serves the Madera Amtrak Station (MDR). Amtrak tickets from Madera to Merced cost \$9.00 for a direct one-way trip and have six different time options. The train ride takes less than 35 minutes.

**6. Online Survey #5**

**Name: Anonymous**

**Received: March 1, 2024**

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: Time punctuality for Madera Community College students.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

SSTAC Recommendation: None

The City values punctuality as a crucial aspect of a dependable and efficient transit system, a principle embraced by Madera Metro. Various reasons can cause a bus to run late, which would typically be categorized as an operational concern.

**7. Comment Form – In-person Workshop**

**Name: Esther Cuevas V – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Camarena Health. There needs to be a returning bus after 1 pm because doctors take their time\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: At least three times per week to go to the doctor\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Always\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

**8. Comment Form – In-person Workshop**

**Name: Bertha Garcia – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: La Vina, Madera County Connection (MCC)



Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: There aren't buses that go directly to the hospital\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Bus to come more days to per week and more frequently, like every half-hour. More stops in the City, more shelters, trash pick-up.\*.

Q4: Do you feel safe using transit? Why or why not?

A4: No, the bus schedule makes me feel unsafe\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

**9. Comment Form – In-person Workshop**

**Name: Guadalupe Nuñez – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: La Vina, Madera County Connection (MCC)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Connections to medical sites like Camarena, routes to the Madera College\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Street lighting, sidewalks towards the store, electronic signage with bus schedule. Bus to come more often, more days, for more hours, and going to more places\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

MCC and the Madera Metro have fixed routes to Madera College. All but two of the Camarena clinics are being served by the current route system in the city. In most cases, the riders are dropped off right at the clinic.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

SSTAC Recommendation: Unmet transit need, reasonable to meet

The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. However, the app may not perform well in areas with weak internet service. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

**10. Comment Form – In-person Workshop**

**Name: Lourdes Castillo – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: MCC only arrives 3 times per week and I have to plan my trips.\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: MCC should arrive 4-5 times per week\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

**11. Comment Form – In-person Workshop**

**Name: Armando Martes – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro, Metro Dial-A-Ride, Madera County Connection (MCC), MCC Madera Dial-A-Ride, MCC Chowchilla Dial-A-Ride

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Yes, to La Vina\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: We need one bus stop at the La Vina Store\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, very safe\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not sufficient room for a bus shelter at the store; however, the County will continue to work with the store owner to find a solution. There may be a stop added on the other side of the street where there are planned sidewalks. Most of the MCC stops are in the unincorporated area that lacks infrastructure like sidewalks to add an ADA compliant shelter.

**12. Comment Form – In-person Workshop**

**Name: Lidia Tinajero – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC), other

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: No\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: More days and more times per day. Everyday and every 3 hours\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, it is comfortable and safe\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

**13. Comment Form – In-person Workshop**

**Name: Catalina Ceja de Saldana – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Ave 9, (Casas de la Vina). That the bus comes over more times per week\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: Every day of the week. That the schedule is more accessible, more frequency\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, the buses are comfortable, and the trip is safe\*.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for more frequent Fixed Route service in La Vina. The County is conducting a study to implement a microtransit service that could address the specific needs of the area and help document when increased fixed route service is warranted. A

microtransit or demand-response type of service may provide the flexibility needed to serve the needs of this community better.

#### 14. Comment Form – In-person Workshop

**Name: Ascencion Aguayo – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: (Respondent skipped this question)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: A bench on La Vina Street\*.

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

[SSTAC Recommendation: Unmet transit need, not reasonable to meet](#)

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

#### 15. Comment Form – In-person Workshop

**Name: Lisbeth Lopez – La Vina**

**Received: March 1, 2024**

\*Answers translated from Spanish

Q1: Which systems do you most frequently use?

A1: Madera Metro, Other (Uber/Taxi)

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: To all the Camarena clinics since there is no hospital in Madera\*.

Q3: Describe the transit improvements(s) you are requesting.

A3: For the bus to go to La Vina every day, at least twice per day. Install a shelter and bench\*.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I do feel safe since they provide a good service\*.

SSTAC Recommendation: Not an unmet transit need

All but two of the Camarena clinics are being served by the current route system in the city. In most cases, the riders are dropped off right at the clinic.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

**16. Comment Form – Mail**

**Name: Cynthia Russell**

**Received: March 4, 2024**

Q1: Which systems do you most frequently use?

A1: Madera Metro, Chowchilla Area Transit Express, Madera County Connection

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Yes, I would like Chowchilla City Bus to run until 5PM with weekend service.

Q3: Describe the transit improvements(s) you are requesting.

A3: Chowchilla needs more drivers. One time there were no drivers available, and they canceled my trip.

Q4: Do you feel safe using transit? Why or why not?

A4: No, the driver XXX in Chowchilla drove with the door open twice and gave no explanation for it.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Several years ago, the City approved a pilot program with extended hours until 5 pm. For two years it was underutilized, so the service was discontinued. The City will continue to monitor community needs to determine if there should be an extension of service hours based on information collected during outreach efforts and ridership data.

SSTAC Recommendation: None, operational concern

The City of Chowchilla has been experiencing staffing shortages, but a new part-time driver/dispatcher was hired and is being trained.

The driver in question was counseled and given a warning for driving with the door open. Unfortunately, from time to time there may be a passenger who carries an unpleasant odor; the driver drove with the doors open in an attempt to “air out” the bus. The City will provide deodorizers to help minimize the odor and drivers will not drive with the doors open again.

#### 17. Online Survey #6

**Name: Anonymous**

**Received: March 5, 2024**

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Family member needs a ride on work days from Yosemite Ave to Valley Children’s Hospital 8pm and pick up at 7am back to Yosemite Ave.

Q3: Describe the transit improvements(s) you are requesting.

A3: More availability on times for those working but unable to drive.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes

Q5: (Optional) 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.

A5: My brother-in-law got a job at Valley Children’s hospital, he is not a licensed driver, he needs transportation to and from work. Having affordable public transportation would be great.

[SSTAC Recommendation: Unmet transit need, not reasonable to meet](#)

There is not enough documented demand for transit service to Valley Children’s Hospital in the evenings. The microtransit study will provide guidance on the amount of ridership needed to support this service if implemented.

#### 18. Online survey #7

**Name: Anonymous**

**Received: March 6, 2024**

Q1: Which systems do you most frequently use?

A1: Madera Metro

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: None

Q3: Describe the transit improvements(s) you are requesting.

A3: May there please be a stop near Sherwood that the Madera college bus can pick us up and also have a more better time management.

Q4: Do you feel safe using transit? Why or why not?

A4: I feel safe.

Q5: (Optional) 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.

A5: Fix your stops.

[SSTAC Recommendation: Not an unmet transit need](#)

To get to Madera City College from Sherwood Way, there are a couple of options. A rider can reserve Dial-a-Ride to get to the college, or they can use the fixed route system. To use the fixed route system, get on the bus at one of the three bus stops along Sherwood Way. Take the blue line to Walgreens, then transfer to the green line to get to the college.

**19. Online Survey #8**

**Name: Anonymous**

**Received: March 12, 2024**

Q1: Which systems do you most frequently use?

A1: Roads within Madera County and they are dangerous and a mess.

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: The "bus" in EMC is empty every time I see it, so cut back or eliminate it and focus on safety and roads.

Q3: Describe the transit improvements(s) you are requesting.

A3: Safer main roads, as tired of reading about fatal accidents. What is the coordination and interaction that Co. can be taking with the State for some of these roads? Let's talk about fire escape roads and get them fixed. Don't ignore what is blatantly broken.

Q4: Do you feel safe using transit? Why or why not?



A4: (Respondent skipped this question)

Q5: (Optional) 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.

A5: How about descent, safe roads for a start, as far more important than where dial a ride goes. Why are evacuation routes in Eastern Madera County not repaired and down to one lane? Address the real issues, please.

SSTAC Recommendation: None

Regarding empty buses at a specific location along a route, the nature of public transit is not for riders to get on and ride the entire route. They get on and off along the way. Therefore, there are points along the route where passengers have generally gotten off and others have not got on yet. These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the County of Madera’s Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

**20. Online Survey #9**

**Name: Anonymous**

**Received: March 12, 2024**

Q1: Which systems do you most frequently use?

A1: None of the above

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: (Respondent skipped this question)

Q3: Describe the transit improvements(s) you are requesting.

A3: (Respondent skipped this question)

Q4: Do you feel safe using transit? Why or why not?

A4: (Respondent skipped this question)

SSTAC Recommendation: None

**21. Virtual Workshop Comment**

**Name: Anonymous**

**Received: March 12, 2024**

What we need in the mountains is medical transit to hospitals in Fresno, Madera, or Mariposa.

SSTAC Recommendation: Unmet transit need, not reasonable to meet

The County provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays. Some residents are not healthy enough to utilize this service, since the ride and wait times can be long. In some instances, riders are dropped off in the morning for their appointments and then wait to get picked up, in some cases several hours later, after the rest of the riders are done with their appointments to head back home. The County believes that microtransit service will assist in making these medical trips more convenient, increasing the benefit to residents.

**22. Online Survey #10**

**Name: Anonymous**

**Received: April 2, 2024**

Q1: Which systems do you most frequently use?

A1: None of the above.

Q2: 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, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: None, I don't use a bus.

Q3: Describe the transit improvements(s) you are requesting.

A3: Fix our roads, repair potholes countywide, repair 221 before it falls into the river, install or cause to be installed and maintained stop signs on all roads leading to Road 426, build sidewalks on Road 426 and the School Road. Sidewalks on SR 41 in Oakhurst.

Q4: Do you feel safe using transit? Why or why not?

A4: I do not use public transit.

Q5: (Optional) 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.

A5: (Respondent skipped this question)

SSTAC Recommendation: None

These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the County of Madera's Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

**23. Comment Letter – Mail**

**Name: Synergy Kauffman – North Fork**

**Received: April 5, 2024**

A pick-up drop-off stop closer to Road 200 would be awesome. Like really near the fire station or maybe near the turn out.

Thank you,  
Synergy Kauffman

SSTAC Recommendation: Unmet transit need, not reasonable to meet

There is not enough documented demand for a new stop that would add ten minutes or more to the route at this time.

**24. Comment Letter – Mail**

**Name: Scott and Brenda McElroy – Madera Ranchos**

**Received: April 8, 2024**

Thank you for this opportunity to share our requests and concerns. We've been Madera Ranchos residents for forty-four years and love the community. We want to see it be a safe and enjoyable place for generations to come. These are the issues we would like to see addressed:

1. The intersection at Avenue 12 and Hwy 41 needs double right turn lanes for cars turning right from Avenue 12 going onto south Hwy 41. This would keep the cars from backing up onto Avenue 12 and keep cars from illegally turning from the middle lane and causing issues with drivers unaware of their presence where they're not supposed to be there.
2. Drivers should not be able to turn left into Riverstone from westbound Avenue 12 unless there's a separate turn lane provided. Some of those streets have those little poles to block drivers from doing that, but Riverstone Blvd (I believe) has a double yellow but no barrier. Traffic suddenly stops, when someone decides to turn left over the double yellow at a point that people are not expecting. It is unsafe. Road 40 has a break in the double yellow, but no left turn lane which is also unsafe.
3. Our wonderful little street, XXXX Ave. (between XXX and XXX Way), has waited patiently to be cared for as many of our neighboring streets have been. There are many smooth roads that we love to ride our bikes on. XXXX is not one of them. It is really bad. Please consider putting it on the list for repaving in the near future.

Sincerely,

Scott and Brenda McElroy

SSTAC Recommendation: None

These comments are appreciated, but they do not pertain to transit needs. They will be forwarded to the County of Madera’s Public Works Department as the appropriate authority to address them, since it is responsible for road and traffic concerns.

**25. Public Hearing Comment – In person**

**Name: Cynthia Ortegon - Madera**

**Received: April 24, 2024**

I'm with the City of Madera Transportation Advisory Board. I'm the chair. I'm also on the City of Madera ADA Advisory Board since 2006. I'm disabled and I come to meetings and I'm glad that this meeting is at 3:00pm because if I have a meeting at 5:00pm or later, the Dial-a-Ride bus can't pick me up and take me home because they stop picking people up at 5:30pm. So I know it's convenient for people who work and everything, but for the disabled community and seniors it is hard to be able to schedule rides for meetings held later in the evening. I was recently at our last Transportation Advisory meeting in January. The City did a workshop on micro-transportation, which is a door-to-door service, which would be like an Uber, and I am very excited about it. We have about 14 months to get this program going, which is a short period of time, because there's not a lot available in this area. There's not a lot of companies that have already established that work in the city and I'm hoping that the County will participate in this so the county people that live in the mountains and need to come down the mountain for services, will have a faster and more efficient ride. One of the things I found out doing some research on these micro projects they had a pilot program in LA. In LA they were charging each rider a \$1 per ride and the City was paying \$47 to that company for each ride. That was a lot of money and I know there was negotiations to be able to get that number down. For the amount of people that took the Madera Metro last year, which was about 68,000 and times that by \$47, I got about \$2M, mas y menos for that, and that's a lot of money. Madera is a little town, we don't have that many people and we don't have that much stuff. Transportation is very important for everybody in the town, in the city and the county especially. I go by where the County buses are parked on Almond, and I like to wave to the drivers there because they're really nice. I was concerned for them because it didn't look like they had a place to go inside and sit and get out of the sun. Their buses were sitting there in the heat, just getting hot. Then I found out, I went into the building, and I found out they do have a nice area for them to use the restrooms and get out of the sun and stuff. Even though their vans are sitting out there in the sun, there's no cover from the weather, the rain or anything. And I know that if we do incorporate this microtransit program, the Uber, then we need to install charging stations, solar farms, wind farms, something to generate that energy so it's not so costly to the City and the County. That's something we need to get going on if we have 14 months to do this. So, I'd like to really encourage the City and the County to work together on this program so that we have better transportation in the county.

[SSTAC Recommendation: Unmet transit need, not reasonable to meet](#)

[Many events, including public meetings, begin at the end of the business day. Providing public transit service later in the evenings would provide transit dependent persons with increased mobility options. However, when the City surveyed residents as part of its recent needs assessment, later service was not an issue. The need for later service would need to be established by further analysis and demonstrated possibly by a pilot study.](#)

**26. Public Hearing Comment – Online**

**Name: Andrea Uribe, Leadership Counsel for Justice and Accountability**

**Received: April 24, 2024**

I just wanted to say thank you for the workshop that was hosted in La Vina on March 1. I know a lot of community members had an opportunity to talk about their unmet needs there. I just wanted to highlight some of the things the community members talked about during that day. I think one of the biggest things that came up in conversation was safety and I know one of the questions from the survey was, “Do you feel safe using transit?” I’ll just share a little excerpt from the meeting. At first most of the residents said ‘yes, we feel safe riding the bus’, because the residents were thinking mainly of their safety within the bus, like their route from Stop A to Stop B. Then we started talking about what it takes to get on the bus and make it back home and the conversation shifted. Residents brought out that they would like to have lighting at bus stops and on the pathways from their homes to the bus stop so that they could feel safe on their way to the bus stops. Additionally, one of the residents there shared a story of a time when one of her doctor’s appointments ran late and she missed her bus back to La Vina and similar to what the person before me just said, there were no other buses that ran after that set time. And like I said also, she used an electric wheelchair to get along, and because of this, she wasn’t able to just call a random taxi because she didn’t know if they would be able to accommodate for her wheelchair. She also talked about how reception was spotty, and she couldn’t just call an Uber or a Lyft because of not having reception, not having consistent access to data. She wasn’t sure if these options would be ADA Compliant. So, I just wanted to point out that sometimes it’s not that the residents are feeling scared or unsafe using public transit while they’re on the bus, but they were scared to be stranded if they relied on the bus. I also think this just discourages people from using the bus in general and makes it seem like the necessity for public transport maybe isn’t as needed in La Vina because the numbers of people using the bus aren’t as high, but I think it’s just that sometimes people aren’t able to use it as much because they’re not able to run their errands, or they’re not able to feel ensured that they will be able to have a ride back home. And I just want to reiterate that safety is important outside of the physical bus driving and they need to feel safe while they are walking on their way to the bus stop and they need to be able to feel like they would be able to make it back home. With that being said, they also reiterated the need for more infrastructure at the bus stops, like a trash can, maybe a light or a way to show the bus schedule and if the bus is showing up on time or if it’s running late and having additional route times and having the bus show up with more consistency.

[SSTAC Recommendation: Unmet transit need, reasonable to meet](#)

The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. However, the app may not perform well in areas with weak internet service. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

[SSTAC Recommendation: Not an unmet transit need](#)

The County transit administration will not allow trash cans at the stops because of the sustained maintenance that would be required.

[SSTAC Recommendation: Unmet transit need, not reasonable to meet](#)

The residential areas of La Vina tend to lack the supporting infrastructure (sidewalks) for the installation of benches and shelters. The County continues to look for opportunities to add shelters where they can be installed safely and with adequate ADA access.

**27. Public Hearing Comment – Online**

**Name: Dan Metz, Oakhurst, Representing Sierra Citizens**

**Received: April 24, 2024**

I'm not sure how much input you've had from the elderly and the disabled in the outlying areas, such as Oakhurst. We have a terrific community here of the elderly and the people who need rides to medical appointments, including into Fresno, primarily. I don't know what you can do about providing services of that type, but I'm also curious how much input you have received in total in your workshops, how many people participated. I'm also doubtful that you will have much input from the elderly or the disabled in the eastern county and the outlying areas without access to internet.

[SSTAC Recommendation: Unmet transit need, not reasonable to meet](#)

The County provides the Medical Escort Service for residents in the Eastern Madera County communities, including the mountain communities. The service runs on Tuesdays, Wednesdays, and Thursdays. Some residents are not healthy enough to utilize this service, since the ride and wait times can be long. In some instances, riders are dropped off in the morning for their appointments and then wait to get picked up, in some cases several hours later, after the rest of the riders are done with their appointments to head back home. The County believes that microtransit service will assist in making these medical trips more convenient, increasing the benefit to residents.

The final Unmet Transit Needs Analysis and Recommendations Report, scheduled for release in June 2024, will include a comprehensive overview of the entire unmet transit needs process for FY 2024-25. This will include details on outreach and advertising efforts, workshop participation, and all comments received.



# **Comentarios de Necesidades de Transporte Público Insatisfechas con Recomendaciones del Consejo Asesor de Transporte de Servicios Sociales (SSTAC) FY 2024-2025**

**Julio 1, 2023 – Abril 24, 2024**

**1. Formulario de comentarios– Correo:**

**Nombre: Fanny Sofia De La O – Madera**

**Recibido: Octubre 24, 2023**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Metro Dial-A-Ride (DAR)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Si, St. Agnes Community Hospital en Fresno. Sobre todo para los mayores de 60 años como yo. Necesitamos ayuda.

Q3: Describa las mejoras de transporte público que necesita.

A3: Metro (DAR) para citas en los hospitales en Fresno.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Sí, no he tenido ningún problema y los conductores son muy amables.

[Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha](#)

[Hay opciones para viajar a Fresno para citas médicas desde Madera. El condado de Madera brinda servicio de ruta fija desde Madera hasta Valley Children’s Medical Center, donde los pasajeros pueden conectarse con Fresno Area Express para llegar a destinos \(incluidos los médicos\) en la ciudad de Fresno. El condado de Madera también brinda el servicio de](#)

acompañamiento médico (Medical Escort) los martes, miércoles y jueves específicamente para viajes médicos al área de Fresno y Clovis.

## 2. Encuesta en línea #1

**Nombre: Anónimo**

**Recibido: Septiembre 7, 2023**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Quiero guardar los horarios.

Q3: Describa las mejoras de transporte público que necesita.

A3: (Sin respuesta)

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: (Sin respuesta)

[Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha](#)

[Hay muchas formas de acceder y guardar los horarios. Están disponibles en copia impresa o para descargar en el sitio web de cada agencia.](#)

## 3. Encuesta en línea #2

**Nombre: Anónimo**

**Recibido: Septiembre 9, 2023**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: No.

Q3: Describa las mejoras de transporte público que necesita.

A3: (Sin respuesta)



Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Si, nunca tengo problems cuando lo tomo.

[Recomendación del SSTAC: Ninguna](#)

#### 4. Encuesta en línea #3

**Nombre: Sarai Ortiz**

**Recibido: Febrero 14, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Lo haría si hubiera transporte público los domingos, ya que ese es el día que los trabajadores del campo tienen libre. Las principales atracciones son la Iglesia San Joaquín, Walmart, Parque de los Leones.

Q3: Describa las mejoras de transporte público que necesita.

A3: Los últimos cambios fueron buenos, tal vez si la ruta llegara a la estación de tren, pasara por Camarena Kids en Yosemite, por la estación de bomberos, la tienda Toro Loco, DDS o una parada en Country Club tendría más pasajeros\*.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: No, por el tiempo de espera que puede ser más de 1 hora y luego no pasa. Quizás si tuvieran horarios fijos, aunque tarden 1 hora, pero con el horario fijo y actualizando los horarios en línea, mejorará la planificación de cuándo tomar el autobús. Dentro del autobús no hay problemas, los conductores son buenos conductores y el uso del cinturón de seguridad también es bueno.

Q5: (Optional) 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.

A5: Gracias, tomé el autobús por mucho tiempo y estaba esperando la oportunidad de compartir mis pensamientos, ya que antes no existía esa opción.

[Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha](#)

[El servicio Dial-a-Ride está disponible los domingos. Se tendría que establecer una necesidad mayor \(es decir, aceptación de la comunidad, número potencial de pasajeros\) antes de modificar el presupuesto y contratar con MV Transit para agregar un servicio de ruta fija los domingos. Aunque el uso de Dial-a-Ride requiere una reserva anticipada, el servicio el mismo día está](#)

disponible si hay cancelaciones. La ciudad de Madera llevó a cabo una evaluación de los servicios del Plan de Transporte Público que se completó en julio de 2023. Los cambios de ruta más recientes que se implementaron se basaron en los resultados de la evaluación.

La Iglesia Católica de San Joaquín, Camarena Kids y Walmart cuentan con el servicio de ruta fija actual de lunes a sábado.

#### 5. Encuesta en línea #4

**Nombre: Anónimo**

**Recibido: Febrero 21, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Ninguno de las anteriores

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: No

Q3: Describa las mejoras de transporte público que necesita.

A3: Una ida a Merced, específicamente a la estación Merced Amtrak

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

A4: En general, sí. Aunque no he utilizado los servicios del condado de Madera.

Q5: (Optional) 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.

A5: Por favor considere las conexiones con Merced. ¡Gracias!

#### Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha

No hay suficiente demanda documentada para una ruta a Merced. En el pasado hubo una ruta que se suspendió debido al bajo número de pasajeros. Hay opciones para llegar a Merced Amtrak utilizando el servicio de transporte público local existente combinado con el servicio ferroviario. La Línea Azul del Metro de Madera sirve a la estación Madera Amtrak (MDR). Los boletos de Amtrak de Madera a Merced cuestan \$9.00 para un viaje directo de ida y tienen seis opciones de horarios diferentes. El viaje en tren dura menos de 35 minutos.

#### 6. Encuesta en línea #5

**Nombre: Anónimo**

**Recibido: Marzo 1, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: (Sin respuesta)

Q3: Describa las mejoras de transporte público que necesita.

A3: Puntualidad para los estudiantes del Madera Community College.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: (Sin respuesta)

Recomendación del SSTAC: Ninguna

La Ciudad valora la puntualidad como un aspecto crucial de un sistema de transporte público confiable y eficiente, un principio adoptado por Madera Metro. Varias razones pueden hacer que un autobús llegue tarde, lo que normalmente se clasificaría como un problema operativo.

**7. Formulario de comentarios –Taller Presencial**

**Nombre: Esther Cuevas V – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera County Connection (MCC)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Camarena Health. There needs to be a returning bus after 1 pm because doctors take their time\*.

Ir a Camarena Health y tener autobús de regreso después de la 1:00 pm porque los doctores se tardan.

Q3: Describa las mejoras de transporte público que necesita.

A3: Al menos thres veces a la semana para ir a los doctores.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Siempre.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

No hay suficiente demanda documentada para un servicio de Ruta Fija más frecuente en La Viña. El Condado está llevando a cabo un estudio para implementar un servicio de microtransporte que podría abordar las necesidades específicas del área y ayudar a documentar cuándo se justifica un mayor servicio de ruta fija. Un tipo de servicio de microtransporte o de respuesta a la demanda puede proporcionar la flexibilidad necesaria para atender mejor las necesidades de esta comunidad.

**8. Formulario de comentarios – Taller Presencial**

**Nombre: Bertha Garcia – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: La Vina, Madera County Connection (MCC)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: No hay camiones directamente al hospital.

Q3: Describa las mejoras de transporte público que necesita.

A3: Que venga el camion más días por semana, que vengan más seguido como cada media hora, más paradas en la ciudad, casillas en las paradas, que recoja un camión la basura.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: No me siento segura, debido al horario del autobús.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

No hay suficiente demanda documentada para un servicio de Ruta Fija más frecuente en La Viña. El Condado está llevando a cabo un estudio para implementar un servicio de microtransporte que podría abordar las necesidades específicas del área y ayudar a documentar cuándo se justifica un mayor servicio de ruta fija. Un tipo de servicio de microtransporte o de respuesta a la demanda puede proporcionar la flexibilidad necesaria para atender mejor las necesidades de esta comunidad.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

Las zonas residenciales de La Viña tienden a carecer de infraestructura de apoyo (aceras) para la instalación de bancas y marquesinas. El condado continúa buscando oportunidades para agregar marquesinas donde puedan instalarse de manera segura y con acceso adecuado según la ADA.

## 9. Formulario de comentarios– Taller Presencial

**Nombre: Guadalupe Nuñez – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: La Vina, Madera County Connection (MCC)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Conexiones a lugares médicos para Camarena, rutas para el colegio de Madera.

Q3: Describa las mejoras de transporte público que necesita.

A3: Alumbrado público, banquetas hasta la tienda y sign electronicos con noticias del horario de los camiones, que vengas más seguido, más días y horas, y que vaya a más lugares.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Se siente segura.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

No hay suficiente demanda documentada para un servicio de Ruta Fija más frecuente en La Viña. El Condado está llevando a cabo un estudio para implementar un servicio de microtransporte que podría abordar las necesidades específicas del área y ayudar a documentar cuándo se justifica un mayor servicio de ruta fija. Un tipo de servicio de microtransporte o de respuesta a la demanda puede proporcionar la flexibilidad necesaria para atender mejor las necesidades de esta comunidad.

MCC y Madera Metro tienen rutas fijas hacia el Colegio en Madera. Todas las clínicas de Camarena, excepto dos, cuentan con el servicio del sistema de rutas actual de la ciudad. En la mayoría de los casos, los pasajeros son dejados directamente en la clínica.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

Las zonas residenciales de La Viña tienden a carecer de infraestructura de apoyo (aceras) para la instalación de bancas y marquesinas. El condado continúa buscando oportunidades para agregar marquesinas donde puedan instalarse de manera segura y con acceso adecuado según la ADA.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, es razonable satisfacerla](#)

La aplicación de Transporte Público (por Swiftly) proporciona la ubicación del autobús en tiempo real. Los horarios también están disponibles en la aplicación. Sin embargo, es posible que la aplicación no funcione bien en áreas con un servicio de Internet débil. El condado tiene planes de instalar nuevos soportes de horarios que tengan luz solar en las paradas de autobús en todo el condado, incluida la comunidad de La Viña. Junto con la aplicación y los horarios iluminados, se cubrirá esta necesidad de transporte público insatisfecha.

#### 10. Formulario de comentarios– Taller Presencial

**Nombre: Lourdes Castillo – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera County Connection (MCC)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: MCC nada más llega 3 veces a la semana y me toca planear mis viajes.

Q3: Describa las mejoras de transporte público que necesita.

A3: MCC tendría que venir 4-5 veces a la semana.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Se siente segura.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

No hay suficiente demanda documentada para un servicio de Ruta Fija más frecuente en La Viña. El Condado está llevando a cabo un estudio para implementar un servicio de microtransporte que podría abordar las necesidades específicas del área y ayudar a documentar cuándo se justifica un mayor servicio de ruta fija. Un tipo de servicio de microtransporte o de respuesta a la demanda puede proporcionar la flexibilidad necesaria para atender mejor las necesidades de esta comunidad.

#### 11. Formulario de comentarios– Taller Presencial

**Nombre: Armando Martes – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro, Metro Dial-A-Ride, Madera County Connection (MCC), MCC Madera Dial-A-Ride, MCC Chowchilla Dial-A-Ride

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Sí, La Vina\*.

Q3: Describa las mejoras de transporte público que necesita.

A3: Necesitamos una parada de transporte en La Vina Tienda.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Sí, muy Seguro.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

En la tienda no hay suficiente espacio para una parada de autobús; sin embargo, el Condado seguirá trabajando con el dueño de la tienda para encontrar una solución. Es posible que se agregue una parada al otro lado de la calle donde hay aceras planificadas. La mayoría de las paradas de MCC se encuentran en el área no incorporada que carece de infraestructura como aceras para agregar un refugio que cumpla con la ADA.

## 12. Formulario de comentarios– Taller Presencial

**Nombre: Lidia Tinajero – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera County Connection (MCC), otro

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: No.

Q3: Describa las mejoras de transporte público que necesita.

A3: Que los días y horarios sean más frecuentes. Todos los días y que pasaran cada 3 horas al día.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Sí, es cómodo y seguro.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

No hay suficiente demanda documentada para un servicio de Ruta Fija más frecuente en La Viña. El Condado está llevando a cabo un estudio para implementar un servicio de microtransporte que podría abordar las necesidades específicas del área y ayudar a documentar cuándo se justifica un mayor servicio de ruta fija. Un tipo de servicio de microtransporte o de respuesta a la demanda puede proporcionar la flexibilidad necesaria para atender mejor las necesidades de esta comunidad.

**13. Formulario de comentarios– Taller Presencial**

**Nombre: Catalina Ceja de Saldana – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera County Connection (MCC)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Avenue 9, que sean más días a la semana los que venga.

Q3: Describa las mejoras de transporte público que necesita.

A3: Que venga todos los días de la semana. Que los horarios sean más accesibles, más frecuentes.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué sí? o ¿por qué no?

A4: Sí, los autobuses son cómodos y es seguro el viaje.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

No hay suficiente demanda documentada para un servicio de Ruta Fija más frecuente en La Viña. El Condado está llevando a cabo un estudio para implementar un servicio de microtransporte que podría abordar las necesidades específicas del área y ayudar a documentar cuándo se justifica un mayor servicio de ruta fija. Un tipo de servicio de microtransporte o de respuesta a la demanda puede proporcionar la flexibilidad necesaria para atender mejor las necesidades de esta comunidad.

**14. Formulario de comentarios– Taller Presencial**

**Nombre: Ascencion Aguayo – La Vina**



**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: (Sin respuesta)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: (Sin respuesta)

Q3: Describa las mejoras de transporte público que necesita.

A3: Una banca pos la Calle La Vina.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: (Sin respuesta)

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

Las zonas residenciales de La Viña tienden a carecer de infraestructura de apoyo (aceras) para la instalación de bancas y marquesinas. El condado continúa buscando oportunidades para agregar marquesinas donde puedan instalarse de manera segura y con acceso adecuado según la ADA.

## 15. Formulario de comentarios– Taller Presencial

**Nombre: Lisbeth Lopez – La Vina**

**Recibido: Marzo 1, 2024**

**Original en español**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro, Other (Uber/Taxi)

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Todas las clínicas de Camarena ya que no hay hospital en Madera.

Q3: Describa las mejoras de transporte público que necesita.

A3: Que el bus venga a La Vina todos los días y al menos 2 veces/día. Instalar otra marquesina y banca de espera.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Si me siento Segura ya que brindan un buen servicio.

[Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha](#)

Todas las clínicas de Camarena, excepto dos, cuentan con el servicio del sistema de rutas actual de la ciudad. En la mayoría de los casos, los pasajeros son dejados directamente en la clínica.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

Las zonas residenciales de La Viña tienden a carecer de infraestructura de apoyo (aceras) para la instalación de bancas y marquesinas. El condado continúa buscando oportunidades para agregar marquesinas donde puedan instalarse de manera segura y con acceso adecuado según la ADA.

## 16. Formulario de comentarios– Correo

**Nombre: Cynthia Russell**

**Recibido: Marzo 4, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro, Chowchilla Area Transit Express, Madera County Connection

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Sí, me gustaría que el autobús de Chowchilla funcione hasta las 5:00 p. m. con servicio de fin de semana.

Q3: Describa las mejoras de transporte público que necesita.

A3: Chowchilla necesita más conductores. Una vez no había conductores disponibles y cancelaron mi viaje.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: No, el conductor XXX en Chowchilla condujo con la puerta abierta dos veces y no dio ninguna explicación.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

Hace varios años, la Ciudad aprobó un programa piloto con horario extendido hasta las 5 p.m. Durante dos años estuvo subutilizado, por lo que se discontinuó el servicio. La Ciudad continuará monitoreando las necesidades de la comunidad para determinar si debe haber una extensión de

las horas de servicio según la información recopilada durante los esfuerzos de extensión y los datos sobre el número de pasajeros.

Recomendación del SSTAC: Ninguna, preocupación operativa

El conductor en cuestión fue asesorado y advertido por conducir con la puerta abierta. Desafortunadamente, de vez en cuando puede haber algún pasajero que lleve un olor desagradable; el conductor condujo con las puertas abiertas en un intento de “ventilar” el autobús. La Ciudad proporcionará desodorantes de auto para ayudar a minimizar el olor y los conductores no volverán a conducir con las puertas abiertas.

**17. Encuesta en línea #6**

**Nombre: Anónimo**

**Recibido: Marzo 5, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Ninguno de las anteriores

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: El miembro de la familia necesita que lo lleven los días laborables desde Yosemite Ave hasta Valley Children’s Hospital a las 8 p. m. y que lo recojan a las 7 a. m. de regreso a Yosemite Ave.

Q3: Describa las mejoras de transporte público que necesita.

A3: Más disponibilidad de horarios para quienes trabajan pero no pueden conducir.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Sí.

Q5: (Optional) 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.

A5: Mi cuñado consiguió un trabajo en el hospital Valley Children's, no tiene licencia para conducir, necesita transporte hacia y desde el trabajo. Tener transporte público asequible sería fantástico.

Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla

No hay suficiente demanda documentada para el servicio de transporte al Valley Children's Hospital por las noches. El estudio de microtransporte brindará orientación sobre la cantidad de pasajeros necesarios para respaldar este servicio, si se implementa.

#### 18. Encuesta en línea #7

**Nombre: Anónimo**

**Recibido: Marzo 6, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Madera Metro

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: No.

Q3: Describa las mejoras de transporte público que necesita.

A3: Que haya una parada cerca de Sherwood donde el autobús de la universidad de Madera pueda recogerlos y también tener una mejor gestión del tiempo.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: Me siento Seguro.

Q5: (Optional) 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.

A5: Arregle sus paradas.

[Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha](#)

Para llegar a Madera City College desde Sherwood Way, hay un par de opciones. Un pasajero puede reservar Dial-a-Ride para llegar a la universidad o puede utilizar el sistema de ruta fija. Para utilizar el sistema de ruta fija, súbase al autobús en una de las tres paradas de autobús a lo largo de Sherwood Way. Tome la línea azul hasta Walgreens, luego haga transbordo a la línea verde para llegar a la universidad.

#### 19. Encuesta en línea #8

**Nombre: Anónimo**

**Recibido: Marzo 12, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Las carreteras dentro del condado de Madera son peligrosas y un desastre.

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: El "autobús" en EMC está vacío cada vez que lo veo, así que redúzcalo o elimínelo y concéntrese en la seguridad y las carreteras.

Q3: Describa las mejoras de transporte público que necesita.

A3: Carreteras principales más seguras, ya que estamos cansados de leer sobre accidentes mortales. ¿Cuál es la coordinación e interacción que puede estar teniendo el Condado con el Estado para algunos de estos caminos? Hablemos de las vías de escape en caso de incendio y arreglémoslos. No se debe ignorar lo que está claramente roto.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: (Sin respuesta)

Q5: (Optional) 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.

A5: ¿Qué tal carreteras decentes y seguras para empezar? Son mucho más importantes que donde Dial-A-Ride va. ¿Por qué las rutas de evacuación en el este del condado de Madera no se reparan y solo tienen un solo carril? Aborde los problemas reales, por favor.

#### Recomendación SSTAC: Ninguno

Con respecto a los autobuses vacíos en un lugar específico a lo largo de una ruta, la naturaleza del transporte público no es que los pasajeros suban y recorran toda la ruta. Suben y bajan a lo largo del camino. Por tanto, hay puntos a lo largo del recorrido en los que generalmente los pasajeros ya se han bajado y otros aún no han subido. Se agradecen estos comentarios, pero no se refieren a las necesidades de transporte público. Se remitirán al Departamento de Obras Públicas del Condado de Madera como la autoridad apropiada para abordarlos, ya que es responsable de las cuestiones viales y de tráfico.

## **20. Encuesta en línea #9**

**Nombre: Anónimo**

**Recibido: Marzo 12, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Ninguno de las anteriores

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más

cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: (Sin respuesta)

Q3: Describa las mejoras de transporte público que necesita.

A3: (Sin respuesta)

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: (Sin respuesta)

[Recomendación SSTAC: Ninguno](#)

## 21. Comentario del Taller Virtual

**Nombre: Anónimo**

**Recibido: Marzo 12, 2024**

**Traducido del inglés**

Lo que necesitamos en las montañas es transporte público médico a hospitales en Fresno, Madera o Mariposa.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

El Condado proporciona el Servicio de Acompañamiento Médico (Medical Escort) para los residentes de las comunidades del este del Condado de Madera, incluidas las comunidades de montaña. El servicio funciona los martes, miércoles y jueves. Algunos residentes no están lo suficientemente sanos como para utilizar este servicio, ya que los tiempos de viaje y espera pueden ser largos. En algunos casos, los pasajeros son dejados por la mañana para sus citas y luego esperan a que los recojan, en algunos casos varias horas más tarde, después de que el resto de los pasajeros hayan terminado con sus citas para regresar a casa. El Condado cree que el servicio de microtransporte ayudará a que estos viajes médicos sean más convenientes, aumentando el beneficio para los residentes.

## 22. Encuesta en línea #10

**Nombre: Anónimo**

**Recibido: Abril 2, 2024**

**Traducido del inglés**

Q1: ¿Qué sistema de transporte público usa frecuentemente?

A1: Ninguno de las anteriores

Q2: ¿Hay lugares en el Condado de Madera donde le gustaría ir utilizando el autobús y no puede? Para poder evaluar su comentario efectivamente, por favor provea el cruce de calle más

cercano (o el área de la ciudad donde vive), a dónde se dirige, día de la semana, y aproximadamente a qué hora desea hacer su viaje.

A2: Ninguno, no uso el autobús.

Q3: Describa las mejoras de transporte público que necesita.

A3: Fix our roads, repair potholes countywide, repair 221 before it falls into the river, install or cause to be installed and maintained stop signs on all roads leading to Road 426, build sidewalks on Road 426 and the School Road. Sidewalks on SR 41 in Oakhurst.

Repáren nuestras carreteras, repáren los baches en todo el condado, repare Carretera 221 antes de que caiga al río, instale o haga que se instalen y mantengan postes de señales de alto en todas las carreteras que conducen a la Carretera 426, construya aceras en la Carretera 426 y School Road. Aceras en SR 41 en Oakhurst.

Q4: ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

A4: No uso el transporte público.

Q5: (Optional) 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.

A5: (Sin respuesta)

[Recomendación SSTAC: Ninguna](#)

[Se agradecen estos comentarios, pero no se refieren a las necesidades de transporte público. Se remitirán al Departamento de Obras Públicas del Condado de Madera como la autoridad apropiada para abordarlos, ya que es responsable de las cuestiones viales y de tráfico.](#)

### 23. Carta– Correo

**Nombre: Synergy Kauffman – North Fork**

**Recibido: Abril 5, 2024**

**Traducido del inglés**

Una parada de autobús más cerca de la carretera 200 sería increíble. Como muy cerca de la estación de bomberos o tal vez cerca de la salida.

Gracias,

Synergy Kauffman

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

[No hay suficiente demanda documentada para una nueva parada que agregaría diez minutos o más a la ruta en este momento.](#)

### 24. Carta– Correo

**Nombre: Scott y Brenda McElroy – Madera Ranchos**

**Recibido: Abril 8, 2024**

**Traducido del inglés**

Gracias por esta oportunidad de compartir nuestras solicitudes e inquietudes. Hemos sido residentes de Madera Ranchos durante cuarenta y cuatro años y amamos a la comunidad. Queremos que sea un lugar seguro y agradable para las generaciones venideras. Estas son las cuestiones que nos gustaría que se abordaran:

1. La intersección en Avenue 12 y Hwy 41 necesita carriles dobles para dar vuelta a la derecha para los automóviles que dan vuelta a la derecha desde Avenue 12 hacia el sur de Hwy 41. Esto evitaría que la línea de automóviles se acumulara hacia Avenue 12 y evitaría que los automóviles den vuelta ilegalmente desde el carril central causando problemas con los conductores que no se dan cuenta de su presencia donde se supone que no deben estar.
2. Los conductores no deberían poder dar vuelta a la izquierda hacia Riverstone desde Avenue 12 en dirección oeste a menos que haya un carril para dar vuelta separado. Algunas de esas calles tienen esos pequeños postes para impedir que los conductores hagan eso, pero Riverstone Blvd (creo) tiene una raya doble amarilla pero no barrera. El tráfico se detiene de repente, cuando alguien decide dar vuelta a la izquierda pasando la raya doble amarilla en un punto que la gente no espera. No es seguro. La carretera 40 tiene una pausa en la raya doble amarilla, pero no hay carril para dar vuelta a la izquierda, lo que tampoco es seguro.
3. Nuestra pequeña y maravillosa calle, XXX Ave. (entre XXX y XXX Way), ha esperado pacientemente a ser atendida como lo han sido muchas de nuestras calles vecinas. Hay muchas carreteras mantenidas por las que nos encanta andar en bicicleta. Esparta no es una de ellos. Es realmente malo. Considere incluirlo en la lista para repavimentación en un futuro próximo.

Sinceramente,

Scott y Brenda McElroy

[None Recomendación SSTAC: Ninguna](#)

[Se agradecen estos comentarios, pero no se refieren a las necesidades de transporte público. Se remitirán al Departamento de Obras Públicas del Condado de Madera como la autoridad apropiada para abordarlos, ya que es responsable de las cuestiones viales y de tráfico.](#)

## **25. Comentario durante la Audiencia Pública– Presencial**

**Nombre: Cynthia Ortegon - Madera**

**Recibido: Abril 24, 2024**

**Traducido del inglés**

Formo parte de la Junta Asesora de Transporte de la Ciudad de Madera. Yo presidente. También formo parte de la Junta Asesora sobre ADA de la Ciudad de Madera desde 2006. Soy



discapacitado y vengo a las reuniones y me alegro de que esta reunión sea a las 3:00 p. m. porque si tengo una reunión a las 5:00 p. m. o más tarde, el autobús Dial-a-Ride no puede recogerme y llevarme a casa porque dejan de recoger gente a las 5:30 p.m. Sé que es conveniente para las personas que trabajan y todo eso, pero para la comunidad de discapacitados y las personas mayores es difícil poder programar transporte para las reuniones que se celebran más tarde en la noche. Hace poco estuve en nuestra última reunión de asesoramiento sobre transporte en enero. La Ciudad hizo un taller de microtransporte, que es un servicio puerta a puerta, que sería como un Uber, y estoy muy entusiasmada con eso. Tenemos alrededor de 14 meses para poner en marcha este programa, lo cual es un período corto de tiempo, porque no hay mucho disponible en esta área. No hay muchas empresas que ya hayan establecido ese trabajo en la ciudad y espero que el condado participe en esto para que la gente del condado que vive en las montañas y necesita bajar de la montaña para recibir servicios, tenga un acceso más rápido. y un viaje más eficiente. Una de las cosas que descubrí al investigar un poco sobre estos micro proyectos era que tenían un programa piloto en Los Ángeles. En Los Ángeles cobraban a cada pasajero \$1 por viaje y la ciudad pagaba \$47 a esa compañía por cada viaje. Fue mucho dinero y sé que hubo negociaciones para poder reducir esa cifra. Por la cantidad de personas que tomaron el Metro de Madera el año pasado, que fue aproximadamente 68,000 y multiplicado por \$47, obtuve alrededor de \$2 millones, más o menos por eso, y eso es mucho dinero. Madera es un pueblo pequeño, no tenemos tanta gente y no tenemos tantas cosas. El transporte es muy importante para todos en el pueblo, en la ciudad y especialmente en el condado. Paso por donde están estacionados los autobuses del condado en Almond y me gusta saludar a los conductores porque son muy amables. Estaba preocupada por ellos porque no parecía que tuvieran un lugar para entrar, sentarse y protegerse del sol. Sus autobuses estaban ahí parados en el calor, empezando a calentarse. Luego descubrí, entré al edificio y descubrí que tienen un área agradable para usar los baños y protegerse del sol y esas cosas. Aunque sus camionetas están ahí afuera, bajo el sol, no hay protección contra el clima, la lluvia ni nada. Y sé que si incorporamos este programa de microtransporte, el Uber, entonces necesitaremos instalar estaciones de carga, parques solares, parques eólicos, algo para generar esa energía para que no sea tan costosa para la ciudad y el condado. Eso es algo que debemos hacer si tenemos 14 meses para hacerlo. Por eso, realmente me gustaría alentar a la ciudad y al condado a trabajar juntos en este programa para que tengamos un mejor transporte en el condado.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla](#)

Muchos eventos, incluidas las reuniones públicas, comienzan al final del día laboral. Proporcionar servicio de transporte público más tarde en la noche brindaría a las personas que dependen del transporte público mayores opciones de movilidad. Sin embargo, cuando la Ciudad encuestó a los residentes como parte de su reciente evaluación de necesidades, el servicio más tarde en la noche no fue un problema. La necesidad de un servicio más tarde en la noche tendría que establecerse mediante análisis más detallados y demostrarse posiblemente mediante un estudio piloto.

## 26. Comentario durante la Audiencia Pública– En línea

**Nombre: Andrea Uribe, Leadership Counsel for Justice and Accountability**

**Recibido: Abril 24, 2024**

**Traducido del inglés**

Solo quería agradecerles por el taller que se realizó en La Viña el 1 de marzo. Sé que muchos miembros de la comunidad tuvieron la oportunidad de hablar ahí sobre sus necesidades insatisfechas. Sólo quería resaltar algunas de las cosas de las que hablaron los miembros de la comunidad durante ese día. Creo que uno de los temas más importantes que surgieron en la conversación fue la seguridad y sé que una de las preguntas de la encuesta fue: "¿Se siente seguro al utilizar el transporte público?" Solo compartiré un pequeño extracto de la reunión. Al principio la mayoría de los residentes dijeron "sí, nos sentimos seguros viajando en el autobús", porque los residentes pensaban principalmente en su seguridad dentro del autobús, como en su ruta desde la Parada A a la Parada B. Luego empezamos a hablar sobre lo que se necesita para subir al autobús y regresar a casa y la conversación cambió. Los residentes expresaron que les gustaría tener luz en las paradas de autobús y en los caminos desde sus casas hasta la parada de autobús para poder sentirse seguros en el camino a las paradas de autobús. Además, una de las residentes de ahí compartió la historia de una ocasión en la que una de sus citas con el médico se retrasó y perdió el autobús de regreso a La Viña y, similar a lo que acaba de decir la persona que me precedió, no había otros autobuses que circularan después de eso. Y como dije también, ella usaba una silla de ruedas eléctrica para moverse, y debido a esto, no podía simplemente llamar a un taxi al azar porque no sabía si podrían acomodar su silla de ruedas. También habló de que la recepción era irregular y que no podía simplemente llamar a Uber o Lyft porque no tenía recepción ni acceso constante a los datos. No estaba segura de si estas opciones cumplirían con la ADA. Entonces, solo quería señalar que a veces no es que los residentes se sientan asustados o inseguros al usar el transporte público mientras están en el autobús, sino que tenían miedo de quedarse varados si dependen del autobús. También creo que esto simplemente desalienta a la gente a usar el autobús en general y hace que parezca que la necesidad de transporte público tal vez no sea tan necesaria en La Viña porque el número de personas que usan el autobús no es tan alto, pero creo que es solo que a veces las personas no pueden usarlo tanto porque no pueden hacer sus mandados o no pueden sentirse seguros de poder regresar a casa. Y solo quiero reiterar que la seguridad es importante más allá de la conducción física del autobús y necesitan sentirse seguros mientras caminan hacia la parada del autobús y deben poder sentir que podrán regresar al hogar. Dicho esto, también reiteraron la necesidad de más infraestructura en las paradas de autobús, como un bote de basura, tal vez una luz o una forma de mostrar el horario del autobús y si el autobús llega a tiempo o si va a llegar tarde y tiene tiempos de ruta adicionales y hacer que el autobús llegue con más consistencia.

[Recomendación del SSTAC: Necesidad de transporte público insatisfecha, es razonable satisfacerla](#)

[La aplicación Transit \(por Swiftly\) proporciona la ubicación del autobús en tiempo real. Los horarios también están disponibles en la aplicación. Sin embargo, es posible que la aplicación no funcione bien en áreas con un servicio de Internet débil. El condado tiene planes de instalar](#)

nuevos soportes de horarios que tengan luz solar en las paradas de autobús en todo el condado, incluida la comunidad de La Viña. Junto con la aplicación y los horarios iluminados, se cubrirá esta necesidad de transporte público insatisfecha.

Recomendación del SSTAC: No es una necesidad de transporte público insatisfecha

La administración de tránsito del condado no permitirá botes de basura en las paradas debido al mantenimiento sostenido que requeriría.

Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla

Las zonas residenciales de La Viña tienden a carecer de infraestructura de apoyo (aceras) para la instalación de bancas y marquesinas. El condado continúa buscando oportunidades para agregar marquesinas donde puedan instalarse de manera segura y con acceso adecuado según la ADA.

**27. Comentario durante la Audiencia Pública– En línea**

**Nombre: Dan Metz, Oakhurst, Representing Sierra Citizens**

**Recibido: Abril 24, 2024**

**Traducido del inglés**

No estoy seguro de cuántos comentarios han recibido de las personas mayores y discapacitadas de las zonas periféricas, como Oakhurst. Aquí tenemos una excelente comunidad de personas mayores y personas que necesitan transporte para sus citas médicas, incluso a Fresno, principalmente. No sé qué pueden hacer para brindar servicios de ese tipo, pero también tengo curiosidad por saber cuántos comentarios han recibido en total en sus talleres y cuántas personas participaron. También dudo que reciba muchos comentarios de las personas mayores o discapacitadas en el este del condado y las áreas periféricas sin acceso a Internet.

Recomendación del SSTAC: Necesidad de transporte público insatisfecha, no es razonable satisfacerla

El Condado proporciona el Servicio de Acompañamiento Médico (Medical Escort) para los residentes de las comunidades del este del Condado de Madera, incluidas las comunidades de montaña. El servicio funciona los martes, miércoles y jueves. Algunos residentes no están lo suficientemente sanos como para utilizar este servicio, ya que los tiempos de viaje y espera pueden ser largos. En algunos casos, los pasajeros son dejados por la mañana para sus citas y luego esperan a que los recojan, en algunos casos varias horas más tarde, después de que el resto de los pasajeros hayan terminado con sus citas para regresar a casa. El Condado cree que el servicio de microtransporte ayudará a que estos viajes médicos sean más convenientes, aumentando el beneficio para los residentes.

El Informe final de recomendaciones y análisis de necesidades de transporte público insatisfechas, cuya publicación está prevista para junio de 2024, incluirá una descripción general completa de todo el proceso de necesidades de transporte insatisfechas para el año fiscal 2024-

25. Esto incluirá detalles sobre los esfuerzos de divulgación y publicidad, la participación en talleres y todos los comentarios recibidos.

# Social Services Transportation Advisory Council

**Madera County  
Transportation  
Commission  
Members**

•

Chair  
Leticia Gonzalez  
Madera County

•

Vice Chair  
Cecelia Gallegos  
City of Madera

•

Waseem Ahmed  
City of Chowchilla

•

Robert Poythress  
Madera County

•

Jose Rodriguez  
City of Madera

•

David Rogers  
Madera County

May 29, 2024

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

**SUBJECT: SSTAC FY 2024/25 "Unmet Transit Needs" Recommendation**

Dear Chair Gonzalez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC met in November 2023 and February 2024 prior to the public hearing to review last year's findings and prepare for this year's unmet transit needs process. Comments regarding transit needs in Madera County were received at the "Unmet Transit Needs" Public Hearing on April 24, 2024. The SSTAC met again on April 30, 2024, following the public hearing to review all comments received and evaluate them based on the MCTC Policy Board adopted definitions of "unmet transit need" and "reasonable to meet". After thorough evaluation, we recommend the Commission adopt by resolution the following findings:

- 1. For FY 2024-25 there are unmet transit needs, including needs that are reasonable to meet within the jurisdiction of the County of Madera.**

MCTC Staff and the SSTAC recommend that the unmet transit needs which were found reasonable to meet be addressed during the upcoming fiscal year.

- ADD MORE LIGHTING AT THE BUS STOPS AND ALONG THE ROUTES TO BUS STOPS IN LA VINA; ADD LIGHTED SCHEDULES TO SHOW IF THE BUS IS RUNNING ON TIME

The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.

- 2. For FY 2024-25 there are no unmet transit needs that are reasonable to meet within the jurisdiction of the City of Chowchilla.**

- 3. For FY 2024-25 there are no unmet transit needs that are reasonable to meet within the jurisdiction of the City of Madera.**

- 4. 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.**

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

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

The existing systems are:

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

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

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

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

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

Sincerely,



[Frank Simonis \(May 14, 2024 11:55 PDT\)](#)

Frank Simonis, SSTAC Chair

# Social Services Transportation Advisory Council

**Madera County  
Transportation  
Commission  
Members**

Chair

Leticia Gonzalez  
Madera County

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Madera County

Jose Rodriguez  
City of Madera

David Rodgers  
Madera County

Mayo 29, 2024

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

**SUBJECT:** Recomendación del SSTAC para el año fiscal 2024/25 sobre “Necesidades de transporte público insatisfechas”

Dear Chair Gonzalez:

Es un gran placer que el Consejo Asesor de Transporte de Servicios Sociales (SSTAC) nuevamente hace una recomendación a la Comisión de Transporte del Condado de Madera sobre posibles necesidades de transporte público insatisfechas en el condado de Madera. El SSTAC se reunió en noviembre de 2023 y febrero de 2024 antes de la audiencia pública para revisar los hallazgos del año pasado y prepararse para el proceso de necesidades de transporte público insatisfechas de este año. Los comentarios sobre las necesidades de transporte público en el condado de Madera se recibieron en la audiencia pública “Necesidades de transporte público insatisfechas” el 24 de abril de 2024. El SSTAC se reunió nuevamente el 30 de abril de 2024, después de la audiencia pública para revisar todos los comentarios recibidos y evaluarlos con base en las definiciones de “necesidad de tránsito insatisfecha” y “razonable de satisfacer,” adoptadas en por La Junta Normativa de MCTC. Luego de una evaluación exhaustiva, recomendamos a la Comisión adoptar mediante resolución las siguientes conclusiones:

**1. Para el año fiscal 2024-25, hay necesidades de tránsito no satisfechas, incluidas necesidades que son razonables de satisfacer dentro de la jurisdicción del Condado de Madera.**

El personal del MCTC y el SSTAC recomiendan que las necesidades de transporte público insatisfechas que se consideraron razonable de satisfacer se aborden durante el próximo año fiscal.

- **AÑADIR MÁS LUZ EN LAS PARADAS Y EN LAS RUTAS A LAS PARADAS DE LA VIÑA; AGREGUE HORARIOS ILUMINADOS PARA MOSTRAR SI EL AUTOBÚS LLEGA A TIEMPO**

La aplicación Transit (de Swiftly) proporciona la ubicación del autobús en tiempo real. Los horarios también están disponibles en la aplicación. El condado tiene planes de instalar nuevos soportes de horarios que tengan luz solar en las paradas de autobús de todo el condado, incluida la comunidad de La Viña. Junto con la aplicación y los horarios iluminados, se cubrirá esta necesidad de tránsito insatisfecha.

Patricia Taylor  
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(559) 675-0721  
patricia@maderactc.org

**2. Para el año fiscal 2024-25, no hay necesidades de transporte público insatisfechas que sean razonables de satisfacer dentro de la jurisdicción de la ciudad de Chowchilla.**

**3. Para el año fiscal 2024-25 no hay necesidades de transporte público insatisfechas que sean razonables de satisfacer dentro de la jurisdicción de la Ciudad de Madera.**

**4. Mantener los sistemas de transporte público existentes en el condado de Madera: Sistema de transporte público de Madera (Madera Metro y Dial-A-Ride) en la ciudad de Madera; Conexión del Condado de Madera; Chowchilla Area Transit Express; Servicio de acompañantes del este del condado de Madera; y autobús para personas mayores del este del condado de Madera.**

El personal del MCTC y el SSTAC recomiendan que los sistemas de transporte público actuales continúen operando en el condado de Madera. Los sistemas de transporte público existentes satisfacen una necesidad existente de servicios de transporte público en el condado.

Los sistemas existentes son:

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

Madera Metro y Madera Dial-A-Ride brindan servicios de transporte público que cubren toda la ciudad de Madera.

El Chowchilla Area Transit Express (CATX) brinda servicios de transporte que cubren toda la ciudad de Chowchilla, así como también la prisión estatal de Fairmead y Valley.

El Madera County Connection (MCC) proporciona transporte interurbano desde Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos y el este del condado de Madera hasta Children's Hospital Central California, donde se puede hacer una conexión a Fresno a través del Fresno Area Express (FAX).

El programa de autobuses para personas mayores y el servicio de acompañantes brindan transporte público a las comunidades del este del condado de Madera, incluido el servicio a Raymond. Este servicio se brinda los miércoles de 8:30 am a 4:30 pm.

Sinceramente,

Frank Simonis, presidente del SSTAC



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

In the matter of  
**FINDINGS OF THE FY 2024-25 UNMET  
TRANSIT NEEDS HEARING**

Resolution No.: **24-05**

**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 2022 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 24, 2024, to receive testimony on unmet public transportation needs; and

**WHEREAS**, The Madera County Transportation Commission has considered the testimony received at said hearing and through other methods of receiving public feedback pursuant to Public Utilities Code, Section 99238.5.

**NOW, THEREFORE, LET IT BE RESOLVED**, that the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Madera, there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Chowchilla, and that there are unmet transit needs, including needs that are reasonable to meet in FY 2024/25 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 2024/25 within the jurisdiction of the County of Madera.

- Testimony was received regarding the need for more lighting at bus stops and to provide schedules with lighting at the bus stops that show if the bus is running on time, particularly in La Vina. These were found to be unmet transit needs that are reasonable to meet. The Transit App (by Swiftly) provides the location of the bus in real-time. The schedules are also accessible on the app. The County has plans to install new schedule holders that have a solar light at bus stops throughout the county, including in the community of La Vina. Together with the app and the lighted schedule holders, this unmet transit need will be met.
- 2. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City of Chowchilla.
- 3. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2024/25 within the jurisdiction of the City 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 29<sup>th</sup> day of May 2024 by the following vote:

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

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission

May 29, 2024

**TO:** Interested Individuals and Organizations

**FROM:** Madera County Transportation Commission Policy Board

**SUBJECT:** Unmet Transit Needs for Fiscal Year 2024-2025

On behalf of the entire Madera County Transportation Commission (MCTC) Policy Board, we thank you for your interest in the unmet transit needs process. Public participation in this process is critical to ensure that the public transportation needs of the community are being reasonably met. If you have submitted comments regarding transit needs to the Social Services Transportation Advisory Council for consideration, we thank you for your participation.

This year we received several comments that will help improve public transportation within the Madera County Region. The Social Services Transportation Advisory Council, a group composed of representatives from local social service agencies, local transit agencies, and transit users, thoroughly evaluated each comment, and made recommendations to the MCTC Policy Board.

Enclosed is a copy of the resolution approving the findings, comment summaries, and the Social Service Transportation Advisory Council's response to each comment.

If you have any questions, please contact MCTC staff member Natalia Austin at 559-675-0721 or [naustin@maderactc.org](mailto:naustin@maderactc.org).

Sincerely,

Leticia Gonzalez, Chair  
Madera County Transportation Commissioner

Mayo 29, 2024

**TO:** Personas y organizaciones interesadas

**FROM:** Madera County Transportation Commission Policy Board

**SUBJECT:** Necesidades de Transporte público insatisfechas para el año fiscal 2024-2025

En nombre de toda la Junta de Políticas de la Comisión de Transporte del Condado de Madera (MCTC), le agradecemos su interés en el proceso de necesidades de transporte público insatisfechas. La participación pública en este proceso es fundamental para garantizar que se satisfagan razonablemente las necesidades de transporte público de la comunidad. Si ha enviado comentarios sobre las necesidades de transporte público al Consejo Asesor de Transporte de Servicios Sociales para su consideración, le agradecemos su participación.

Este año recibimos varios comentarios que ayudarán a mejorar el transporte público dentro de la región del condado de Madera. El Consejo Asesor de Transporte de Servicios Sociales, un grupo compuesto por representantes de agencias locales de servicios sociales, agencias de transporte público locales y usuarios de transporte, evaluó minuciosamente cada comentario y formuló recomendaciones a la Junta de Políticas del MCTC.

Se adjunta una copia de la resolución que aprueba las conclusiones, los resúmenes de los comentarios y la respuesta del Consejo Asesor de Transporte de Servicios Sociales a cada comentario.

Si tiene alguna pregunta, comuníquese con Natalia Austin, miembro del personal de MCTC, al 559-675-0721 o [naustin@maderactc.org](mailto:naustin@maderactc.org).

Sinceramente,

Leticia Gonzalez, Chair  
Madera County Transportation Commissioner



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 5-B  
**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

State Legislative Update

**Enclosure:** Yes

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

**SUMMARY:**

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum which includes the following:

1. State Legislative Update – Governor’s FY 2024-25 State Budget – May Revise
  - How did we get here – budget deficit?
  - Poor Forecasting
  - Impact on Transportation
  - Impact on Housing
  
2. MCTC Bill Matrix
  - AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors
  - AB 7 (Friedman) Transportation: project selection processes
  - AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body
  - AB 985 (Arambula) San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system

**FISCAL IMPACT:**

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



May 10, 2024

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

**RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2024-25 STATE BUDGET-  
MAY REVISE**

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On May 10, Governor Newsom released his May Revision to the proposed FY 2024-25 State Budget, citing a \$27.6 billion General Fund deficit. Governor Newsom identified a \$37.9 billion deficit in January. The legislature took corrective action by passing AB 106 and SB 106 to find \$17.3 billion in solutions (borrowing, delays, reductions, and shifts), but lackluster receipts increased the deficit by \$7 billion. A \$28.4 billion structural deficit is also identified for FY 2025-26. Governor Newsom proposes a total of \$44.7 billion in solutions for FY 2024-25 (\$4.2 billion in reserves, \$3 billion in efficiencies, \$15.2 billion in reductions, \$14.8 billion in expansion pauses and shifts, and an additional \$7.5 billion in borrowing) to close the gap. For FY 2025-26, \$8.4 billion in Rainy Funds are used to balance the budget, leaving \$22.8 billion in reserves.

**How Did We Get Here?**

The May Revise cites \$201 billion in General fund spending, down from \$208.7 billion in January and \$288.1 billion overall when factoring in special funds (\$291.5 billion in January). This is a sharp turn from the past few years, following surpluses in the FY 22-23 State Budget (\$101.4 billion) and the FY 21-22 State Budget (\$74.3 billion) surplus, predominantly used for one-time expenditures rather than long-term obligations. This was attributable to a 55% increase in revenue from personal income tax, corporate tax, and capital gains revenue during the pandemic.

A portion of the deficit is attributable to the 33% reduction in capital gains, which contributed to the collection of only \$18 billion of the \$42.9 billion expected in tax receipts. Due to severe storms in 2022, the Internal Revenue Service delayed tax collection to November 16 in 55 of 58 counties, impacting 99% of all state taxpayers and the late estimates. Had the tax collection delay not been in place, most of the \$31.7 billion deficit for FY 23-24 would have been more significant due to lower tax receipts reflected in the May Revision and a smaller shortfall for FY 24-25. While the stock market rebounded and received nearly all its losses by the end of 2023, cash receipts for the year remained weak due partly to increased capital loss carryovers from 2022. New data for 2022 shows those losses grew by 62 percent, exceeding the 58 percent realized during the Great Recession in 2008.

### **Poor Forecasting**

There is a disparity between forecasted and realized revenues. The “Big Three” revenues—personal income tax, corporate tax, and capital gains—were projected at \$210 billion in FY 2022-23 and \$220.9 billion in FY 2023- 24 but are now estimated at \$170.1 billion and \$177.7 billion, respectively. This represents a whopping \$83.1 billion difference (\$39.9B + \$43.2B) in revenue projection over actual.

### **Impact on Transportation**

The 2022-23 Budget Act included \$13.8 billion for transportation programs and projects aligned with the state’s climate goals. The Budget maintains \$13.6 billion of these investments but includes \$200 million in reductions, \$791 million in fund shifts, and \$3.1 billion in delays across various programs.

### **Significant Budget Adjustments**

- **Transit Intercity Rail Capital Formulaic Program**—A delay, from FY 24-25 to 25-26, of \$1.3 billion of formulaic Transit and Intercity Rail Capital Program funds provided in SB 125, leaving \$1 billion for this program in FY 24-25. Additionally, the Budget proposes to shift \$261.4 million of the remaining \$1 billion in FY 24-25 from the General Fund to the GGRF. This fund shift will have no programmatic impact.
- **Transit Capital and Intercity Rail Capital Program** – A reduction of \$148 million in unused funds from Cycle 6, which is from the \$1.8315 billion balance dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura.
- **Active Transportation Program**—A reduction of \$399 million (\$300 million scored in FY 24-25 and \$99 million scored in FY 26-27), in addition to the \$200 million proposed in January, leaves \$451 million for Cycle 7, which is a 57 percent cut (originally \$1.05 billion). Cycle 7 covers programming capacity between FY 2025-26 and FY 2028-29. CalSTA Secretary Toks Omishakin noted that 980 million dollars over the next four years is programmed for biking and walking infrastructure improvements using SHOPP despite the cuts.
- **Grade Separation Funding**—\$350 million in one-time General Fund revenues will be eliminated to fund seven projects statewide (\$251 million) and six port infrastructure projects (\$98.5 million). This includes an \$80 million award for the Blackstone & McKinley Grade Separation Project in the City of Fresno. Secretary Omishakin stated that these high-priority investments would be a priority to backfill with federal funds from the Federal Rail Administration or the Federal Transit Administration, if possible.
- **Highways To Boulevards**—The program will receive a \$75 million reduction (a 50 percent cut). Secretary Omishakin stated that federal funds could be used to backfill the program.

### **Impact on Housing**

Since 2019, the state has invested approximately \$5.2 billion in General Fund revenue into affordable housing and homeownership programs. To address the projected budget shortfall, the Budget proposes General Fund solutions to achieve a balanced budget. Adjustments include:



- **Multifamily Housing Program**—A reversion of \$75 million on top of the \$250 million General Fund cut proposed in January, which zeroes out the program.
- **Foreclosure Intervention Housing Preservation Program**—Eliminates the remaining \$236.5 million for the program, on top of January’s proposed reduction of \$247.5 million, for a total of \$484 million in cuts.

**Homeless Housing, Assistance and Prevention (HHAP) Round 5 Grant Program – A** reduction of \$260 million.

## MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 (Friedman)</b> <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b>	6/14/2023 Senate Transportation Two-year bill	This bill would require the State Air Resources Board, after January 1, 2024, and not later than September 30, 2026, to establish additional greenhouse gas emission targets for automobiles and light trucks for 2035 and 2045, respectively. This bill would additionally require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.	<b>Watch</b>
<b>AB 7 (Friedman)</b> <b>Transportation: project selection processes</b>	9/11/23 Senate Floor Two-year bill	As amended on June 28, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.	<b>Oppose</b>
<b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	5/1/24 Senate Local Government Two-year bill	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	<b>Support</b>
<b>AB 985 (Arambula)</b> <b>San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.</b>	9/13/23 Assembly Floor- Inactive File Reconsideration granted	As amended on July 6, 2023, the bill would require the State Air Resources Board to conduct an analysis, no later than January 1, 2027, of each credit identified in the San Joaquin Valley Air Pollution Control District’s ledger of available emission reduction credits to determine if any credits were issued in violation of state, local, or district laws, rules, regulations, or procedures in place at the time of original issuance. Upon completion of the analysis, the State Air Resources Board to submit a report to the legislature with a summary of the results.	<b>Oppose</b>

## MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 1904 (Ward)</b> <b>Transit buses: yield right-of-way sign</b>	5/1/24 Senate Transportation	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	<b>Support</b>
<b>AB 2290 (Friedman)</b> <b>Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program</b>	5/20/24 Assembly Floor	As amended on April 1, this bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	<b>Oppose</b>
<b>AB 2401 (Ting)</b> <b>Clean Cars 4 All Program</b>	5/20/24 Assembly Floor	As amended on April 9, this bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would require the Air Resources Board to update the guidelines no later than January 1, 2026.	<b>Watch</b>

## MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 2535 (Bonta)</b> <b>Trade Corridor Enhancement Program</b>	5/16/24 Assembly Appropriations Failed Passage	<p>As amended April 24, this bill proposes to alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%.</p> <p>Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10 percent of CalEnviroScreen communities. This guidance must be incorporated into the January 1, 2028, programming cycle, which is Cycle 5.</p> <p>Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.</p>	<b>Oppose</b>
<b>AB 2815 (Petrie-Norris)</b> <b>Clean Transportation Program: electric vehicle charging infrastructure</b>	5/20/24 Assembly Floor	<p>As amended on April 3, this bill would require the State Energy Resources Conservation and Development Commission to provide funding through a new or existing program under the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are in a publicly available parking space. The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities.</p>	<b>Support</b>
<b>AB 2900 (Soria)</b> <b>Toxic air contaminant emissions: California's central valley</b>	5/20/24 Assembly Floor	<p>As amended on May 16, this bill would require the California Air Resources Board, in order to minimize the impact of the energy transition on the supply chains in the critical agricultural sector and ensure that disadvantaged communities equitably share in the benefits of and investments in emission reductions, to establish the Small Agricultural Truck Fleet Assistance Program to provide dedicated technical and funding assistance, upon an appropriation by the Legislature for this purpose, to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks, as provided.</p>	<b>Support</b>

## MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 537 (Becker)</b> <b>Open meetings: multijurisdictional, cross-county agencies: teleconferences</b>	9/14/23 Assembly Floor Two-year bill	<p>As amended on August 14, this bill authorizes multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill requires a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the agency jurisdiction. The bill would require a member who receives compensation for their service, as specified, on the legislative body to participate from a physical location that is open to the public. The bill requires the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member who will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the in-person location of the meeting.</p>	<b>Support</b>
<b>SB 768 (Caballero)</b> <b>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study</b>	4/29/24 Assembly Natural Resources	<p>As amended on January 11, 2024, this bill would require the State Air Resources Board by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA.</p>	<b>Support</b>

## MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 960 (Wiener)</b> <b>Transportation: planning: transit priority projects: multimodal</b>	5/20/24 Senate Floor	<p>As amended on May 17, this bill would require the Caltrans asset management plan for the state highway operation and protection program (SHOPP) to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the California Transportation Commission (CTC) to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require a Caltrans plain language performance report to include a description of pedestrian, bicycle, and transit facilities on each project, as specified. The bill would require the department, in consultation with the commission, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.</p>	<b>Watch</b>
<b>SB 961 (Wiener)</b> <b>Vehicles: safety equipment</b>	5/20/24 Senate Floor	<p>As amended May 8, this bill would require 50% of certain vehicles, commencing with the 2029 model year, to be equipped with a passive intelligent speed assistance system that would utilize visual and audio signals to alert the driver if the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement.</p>	<b>Watch</b>
<b>SB 1159 (Dodd)</b> <b>California Environmental Quality Act: roadside wildfire risk reduction projects</b>	5/20/24 Senate Appropriations	<p>As amended on April 24, this bill would require the Secretary of Natural Resources Agency and Governor’s Office of Planning and Research (OPR), in consultation with the Department of Fish and Wildlife, the Department of Forestry and Fire Protection, the State Water Resources Control Board, and other relevant state agencies, to consider including roadside projects no more than five miles from a municipality or census designated place undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical CEQA exemption if specified requirements are met.</p>	<b>Support</b>

## MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 1387 (Newman)</b> <b>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</b>	5/20/24 Senate Floor	As amended on April 25, this bill would require the California Air Resources Board (ARB) to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be primarily used in furtherance of a valid commercial or business purpose. The bill would authorize the ARB to adopt regulations to implement these requirements. Same as AB 2266.	<b>Support</b>



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 5-C  
**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**  
San Joaquin Valley Regional Policy Conference Recap  
**Enclosure:** No  
**Action:** Information and Discussion Only

**SUMMARY:**  
The 2024 San Joaquin Valley Regional Policy Council was held in Visalia at the Visalia Marriott at the Convention Center, Monday, April 29<sup>th</sup> through Wednesday, May 1<sup>st</sup>. Those that attended, representing MCTC, were Supervisor Robert Poythress, Council Member Jose Rodriguez, Executive Director Patricia Taylor, and MCTC staff. The theme of this year’s event was “All Paths Lead to Yes,” hosted by Tulare County Association of Governments.

**FISCAL IMPACT:**  
No fiscal impact to the approved 2023-24 Overall Work Program and Budget.





**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

Executive Minutes – April 24, 2024

**Enclosure:** Yes

**Action:** Approve April 24, 2024, Meeting Minutes

**SUMMARY:**

Attached are the Executive Minutes for the April 24, 2024, Policy Board Meeting.

**FISCAL IMPACT:**

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

---

## EXECUTIVE MINUTES

**Date:** April 24, 2024

**Time:** 3:00 pm

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

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

**Members Absent:** None

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

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



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

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

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

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

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

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

4-A. Fiscal Year (FY) 2025 and 2026 Multimodal Project Discretionary Grant Opportunity (MPDG)

**Action:** Information and Discussion Only

4-B. Safe Streets and Roads for All (SS4A) FY 2024 Notice of Funding Opportunity

**Action:** Information and Discussion Only

4-C. Active Transportation Infrastructure Investment Program (ATIIP) Fiscal Year (FY) 2023 Notice of Funding Opportunity

**Action:** Information and Discussion Only

4-D. FTA Section 5311 Call for Projects

**Action:** Information and Discussion Only

4-E. Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2023-24

**Action:** Approve LCTOP List of Projects, Resolution 24-03

- 4-F. 2024 SB 1 Programs Guidelines Development Workshops  
**Action:** Information and Discussion Only
- 4-G. Final Locally Sponsored Project Initiation Document (PID) Alignment Guidance  
**Action:** Information and Discussion Only
- 4-H. Sustainable Communities Strategy for the 2026 Regional Transportation Plan – Request for Proposals  
**Action:** Approve release for Sustainable Communities Strategies for the 2026 Regional Transportation Plan – Request for Proposals
- 4-I. Madera Transit Station Specific Plan Workshop  
**Action:** Information and Discussion Only
- 4-J. Letters of Support - Valley Rail Projects Grant Funding Applications  
**Action:** Approve Letters of Support
- 4-K. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 15 – (Type 1 – Administrative Modification)  
**Action:** Ratify
- 4-L. Update Expedited Project Selection Procedures (EPSP)  
**Action:** Approve the Update to the Expedited Project Selection Procedures (EPSP)
- 4-M. Congestion Mitigation and Air Quality (CMAQ) Program Award of Projects List  
**Action:** Approve MCTC CMAQ Program Award List
- 4-N. Carbon Reduction Program (CRP) Award of Projects List  
**Action:** Approve MCTC CRP Program Award List
- 4-O. Draft Caltrans System Investment Strategy (CSIS) Comment Letter  
**Action:** Information and Discussion Only
- 4-P. Draft CalVans Joint Powers Authority Agreement Revision  
**Action:** Circulate Draft CalVans Joint Powers Authority Agreement for Review

#### **Transportation Consent Calendar Action on Items 4A-4P**

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Vote passed 6-0	

## 5. TRANSPORTATION ACTION/DISCUSSION ITEMS

### 5-A. PUBLIC HEARING: 2024-25 Unmet Transit Needs

**Action:** Receive Public Comments Regarding Unmet Transit Needs for FY 2024-25

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

Cynthia Ortegon, Chair, City of Madera Transit Advisory Board, member of the City of Madera ADA Advisory Board, is unable to attend public meetings after 5:00 pm because Dial A Ride does not provide service after 5:00 pm. Proponent of microtransit.

Andrea Uribe, Leadership Counsel for Justice and Accountability, highlighted comments received from the La Vina Unmet Transit Needs Workshop related to safety. La Vina residents need lighting at bus stops and the pathways from their home to the bus stops. A resident had an appointment run late and missed her bus. Residents do not feel safe relying on the bus for fear of being stranded. This discourages people from using the bus in general. Safety is important outside the physical bus ride and residents need to feel safe to and from their bus stop. More infrastructure is needed at the bus stops.

Dan Metz, Sierra Citizens, is unsure how much input was received from elderly and disabled residents from outlying areas such as Oakhurst. Oakhurst has an elderly community and others needing rides to medical appointments, primarily in Fresno, and asked which transit options are available. Has requested information regarding the input that has been received, number of workshops, and how many attended. He is doubtful there will be much input from the elderly and disabled in the eastern county and outlying areas due to inability to attend and lack of access to internet.

### 5-B. 2024 State Transportation Improvement Program (STIP) Adopted

**Action:** Information and Discussion Only

### 5-C. CalVans Legislative Day Recap

**Action:** Information and Discussion Only

### 5-D. State Route 99 Comprehensive Multimodal Corridor Plan (CMCP) Update

**Action:** Information and Discussion Only

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes:

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

Vote passed 6-0

## 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 – March 20, 2024

**Action:** Approve March 20, 2024, Meeting Minutes

7-B. Transportation Development Act (LTF) – Allocation, Resolution 22-09 Amendment No. 4

**Action:** Approve Resolution 22-09 Amendment No. 4

7-C. Transportation Development Act (LTF, STA) – Allocation, Resolution 23-09 Amendment No. 5 and Resolution 23-10 Amendment No. 4

**Action:** Approve Resolution 23-09 Amendment No. 5 and Resolution 23-10 Amendment No. 4

7-D. Proposed FY 2024-25 Member Assessment Fees

**Action:** Approve proposed 2024-25 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget

7-E. Madera County Transportation Commission (MCTC) Financial and Transportation Development Act Fund Audit for Fiscal Year ended June 30, 2023

**Action:** Accept MCTC Financial and TDA Fund Audit for FY ended June 30, 2023

### Administrative Consent Action on Items 7A-7E

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

## 8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2024-25 Overall Work Program (OWP) and Line-Item Budget

**Action:** Approve 2024-25 Overall Work Program (OWP) and Line-Item Budget – Resolution 24-04

8-B. Triennial Performance Audits FYs 2020-2023

**Action:** Accept Triennial Performance Audits of MCTC, the County of Madera, the City of Madera, and the City of Chowchilla

### Administrative Action/Discussion on Items 8A-8B

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the circulation of the Draft 2024-25 Overall Work Program and Budget for agency review. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Vote passed 6-0	

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

## 9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

**NONE**

## 10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Madera County Transportation Measure Tracking Survey Results, and Measure T Renewal Update

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



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

Janice Gomes, resident of Madera County, stated people may have thought the previous measure renewal was a tax increase and not an extension. Director Taylor clarified, the current ballot measure is also an extension and not a tax increase.

Andrea Uribe, Leadership Counsel for Justice and Accountability, requested estimates regarding total amount of funding from the current measure that has been used in disadvantaged communities, the current set aside for disadvantaged communities, and how much is currently being spent in disadvantaged communities.

## OTHER ITEMS

### 11. MISCELLANEOUS

#### 11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- A Special Meeting will be held June 12, 2024 for the first reading of the Measure T Ordinance
- The May 2024 Policy Board Meeting has been rescheduled from May 22, 2024 to May 29, 2024.
- Recognized Administrative Professionals Day

#### 11-B. Items from Caltrans

Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on the following: Annual Caltrans Worker Memorial April 25 in Visalia, various grant application deadlines, CalSTA listening session, South Madera 6 lane 7-12 segment project update, Madera 17-21 project update, Madera 145 CAPM project update, Cottonwood Creek project update, Madera Ranchos Rehabilitation project update, and Chowchilla Rehabilitation project meeting April 24, 2024.

#### 11-C. Items from Commissioners

None

### 12. CLOSED SESSION

NONE

### 13. ADJOURNMENT

Meeting adjourned at 4:43 pm.





Next meeting scheduled for Wednesday, May 29, 2024

Respectfully Submitted,

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

Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 7-B

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

---

**SUBJECT:**

Transportation Development Act (TDA) Fund Compliance Audit for Fiscal Year ended June 30, 2023: City of Madera and County of Madera

**Enclosure:** Yes

**Action:** Accept TDA Compliance Audit Reports for FY ended June 30, 2023: City of Madera and County of Madera

**SUMMARY:**

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2023, for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by The Pun Group.

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

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2023, for the County of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by HCC Inc.

The auditor noted one finding due to the timeliness of the completion of the audit.

**FISCAL IMPACT:**

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

**City of Madera  
Transportation Development Act  
Funds**

Madera, California

**Independent Auditors' Reports  
and Financial Statements**

*For the Years Ended June 30, 2023 and 2022*



**City of Madera**  
**Transportation Development Act Funds**  
**For the Years Ended June 30, 2023 and 2022**

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200 E. Sandpointe Avenue, Suite 600  
Santa Ana, California 92707



## INDEPENDENT AUDITORS' REPORT

[www.pungroup.cpa](http://www.pungroup.cpa)



To the Honorable Mayor and Members  
of the City Council of the City of Madera  
Madera, California

### Report on the Audit of the Financial Statements

#### *Opinion*

We have audited the accompanying financial statements of the Transportation Development Act Funds (the "TDA Funds") of the City of Madera, California (City), as of and for the year ended June 30, 2023 and 2022, and the related notes to the 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 TDA Funds of the City as of June 30, 2023 and 2022, 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 Opinion*

We conducted our audits 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 Auditors' 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 opinion.

#### *Emphasis of Matter*

As discussed in Note 1, the financial statements present only the TDA Funds' and do not purport to, and do not, present fairly the financial positions of the City as of June 30, 2023 and 2022, the change in financial position, or, where applicable, its cash flows, for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

#### *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 TDA Funds' 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.

To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California  
Page 2

***Auditors' 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 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 auditing standards generally accepted in the United States of America 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 of the TDA Funds. 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***

Accounting principles generally accepted in the United States of America require that the Budgetary Comparison Schedules, the Schedule of Changes in Net Pension Liability and Related Ratios, and the Schedule of Contributions, as identified in the accompanying table of contents be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of the 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 basic 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.

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 are not affected by this missing information.

To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California  
Page 3

**Other Reporting Required by *Government Auditing Standards* and the Rules and Regulations of the Transportation Development Act**

In accordance with *Government Auditing Standards*, we have also issued our report dated March 28, 2024, on our consideration of the TDA Funds' internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the TDA Funds' 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' internal control over financial reporting and compliance.

*The PwC Group, LLP*

Santa Ana, California  
March 28, 2024



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**FINANCIAL STATEMENTS**

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**GOVERNMENTAL FUNDS**

**City of Madera**  
**Transportation Development Act Funds**  
**Balance Sheet**  
**Governmental Funds**  
**June 30, 2023**

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
<b>ASSETS</b>			
Accounts receivable, net	\$ -	\$ 417	\$ 417
Intergovernmental receivable	2,453,431	67,512	2,520,943
Lease receivable	-	16,042	16,042
Prepaid items	11,330	80	11,410
<b>Total assets</b>	<b>\$ 2,464,761</b>	<b>\$ 84,051</b>	<b>\$ 2,548,812</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>			
<b>Liabilities:</b>			
Accounts payable	\$ 1,688,667	\$ 3,161	\$ 1,691,828
Accrued payroll	-	7	7
Due to City	378,236	38,560	416,796
<b>Total liabilities</b>	<b>2,066,903</b>	<b>41,728</b>	<b>2,108,631</b>
<b>Deferred inflows of resources:</b>			
Unavailable revenue	1,640,000	-	1,640,000
Related to leases	-	15,962	15,962
<b>Total deferred inflows of resources</b>	<b>1,640,000</b>	<b>15,962</b>	<b>1,655,962</b>
<b>Fund balances (deficit):</b>			
Nonspendable	11,330	80	11,410
Restricted	-	26,281	26,281
Unassigned (deficit)	(1,253,472)	-	(1,253,472)
<b>Total fund balances (deficit)</b>	<b>(1,242,142)</b>	<b>26,361</b>	<b>(1,215,781)</b>
<b>Total liabilities, deferred inflows of resources, and fund balances</b>	<b>\$ 2,464,761</b>	<b>\$ 84,051</b>	<b>\$ 2,548,812</b>

**City of Madera**  
**Transportation Development Act Funds**  
**Balance Sheet (Continued)**  
**Governmental Funds**  
**June 30, 2022**

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
<b>ASSETS</b>			
Cash and investments	\$ -	\$ 8,133	\$ 8,133
Accounts receivable, net	-	4,577	4,577
Intergovernmental receivable	3,099,763	20,495	3,120,258
Lease receivable	-	51,528	51,528
Prepaid items	5,508	80	5,588
<b>Total assets</b>	<b>\$ 3,105,271</b>	<b>\$ 84,813</b>	<b>\$ 3,190,084</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>			
<b>Liabilities:</b>			
Accounts payable	\$ 1,668,063	\$ 6,849	\$ 1,674,912
Accrued payroll	-	75	75
Due to City	1,001,567	-	1,001,567
<b>Total liabilities</b>	<b>2,669,630</b>	<b>6,924</b>	<b>2,676,554</b>
<b>Deferred inflows of resources:</b>			
Unavailable revenue	1,640,000	-	1,640,000
Related to leases	-	51,441	51,441
<b>Total deferred inflows of resources</b>	<b>1,640,000</b>	<b>51,441</b>	<b>1,691,441</b>
<b>Fund Balances (Deficit):</b>			
Nonspendable	5,508	80	5,588
Restricted	-	26,368	26,368
Unassigned (deficit)	(1,209,867)	-	(1,209,867)
<b>Total fund balances (deficit)</b>	<b>(1,204,359)</b>	<b>26,448</b>	<b>(1,177,911)</b>
<b>Total liabilities, deferred inflows of resources, and fund balances</b>	<b>\$ 3,105,271</b>	<b>\$ 84,813</b>	<b>\$ 3,190,084</b>

**City of Madera**  
**Transportation Development Act Funds**  
**Statement of Revenues, Expenditures, and Changes in Fund Balances**  
**Governmental Funds**  
**For the Year Ended June 30, 2023**

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
<b>REVENUES:</b>			
Local transportation funds	\$ 887,217	\$ -	\$ 887,217
Other intergovernmental	-	91,909	91,909
Investment income (loss)	-	2,318	2,318
Building rents and leases	-	25,743	25,743
Utility reimbursements	-	994	994
<b>Total revenues</b>	<u>887,217</u>	<u>120,964</u>	<u>1,008,181</u>
<b>EXPENDITURES:</b>			
Street and road maintenance	302,127	-	302,127
Intermodal building improvements	-	39,358	39,358
Administration	110,873	77,367	188,240
<b>Total expenditures</b>	<u>413,000</u>	<u>116,725</u>	<u>529,725</u>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<u>474,217</u>	<u>4,239</u>	<u>478,456</u>
<b>OTHER FINANCING SOURCES (USES):</b>			
Transfers out	(512,000)	(4,326)	(516,326)
<b>Total other financing sources (uses)</b>	<u>(512,000)</u>	<u>(4,326)</u>	<u>(516,326)</u>
<b>NET CHANGES IN FUND BALANCES</b>	(37,783)	(87)	(37,870)
<b>FUND BALANCES (DEFICIT):</b>			
Beginning of year	(1,204,359)	26,448	(1,177,911)
End of year	<u>\$ (1,242,142)</u>	<u>\$ 26,361</u>	<u>\$ (1,215,781)</u>

**City of Madera**  
**Transportation Development Act Funds**  
**Statement of Revenues, Expenditures, and Changes in Fund Balances (Continued)**  
**Governmental Funds**  
**For the Year Ended June 30, 2022**

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
<b>REVENUES:</b>			
Local transportation funds	\$ 665,618	\$ -	\$ 665,618
Other intergovernmental	-	90,087	90,087
Investment income (loss)	-	248	248
Building rents and leases	-	35,967	35,967
Utility reimbursements	-	1,044	1,044
<b>Total revenues</b>	<u>665,618</u>	<u>127,346</u>	<u>792,964</u>
<b>EXPENDITURES:</b>			
Street and road maintenance	171,960	-	171,960
Intermodal building improvements	-	38,358	38,358
Administration	14,368	88,269	102,637
<b>Total expenditures</b>	<u>186,328</u>	<u>126,627</u>	<u>312,955</u>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<u>479,290</u>	<u>719</u>	<u>480,009</u>
<b>OTHER FINANCING SOURCES (USES):</b>			
Transfers out	(512,000)	(249)	(512,249)
<b>Total other financing sources (uses)</b>	<u>(512,000)</u>	<u>(249)</u>	<u>(512,249)</u>
<b>NET CHANGES IN FUND BALANCES</b>	<u>(32,710)</u>	<u>470</u>	<u>(32,240)</u>
<b>FUND BALANCES (DEFICIT):</b>			
Beginning of year	(1,171,649)	25,978	(1,145,671)
End of year	<u>\$ (1,204,359)</u>	<u>\$ 26,448</u>	<u>\$ (1,177,911)</u>



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**ENTERPRISE FUND**

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**City of Madera**  
**Transportation Development Act Funds**  
**Statement of Net Position**  
**Local Transit Fund**  
**June 30, 2023 and 2022**

	2023	2022
<b>ASSETS</b>		
Current assets:		
Intergovernmental receivable	\$ 1,409,265	\$ 529,807
Prepaid items	358	701
Total current assets	<u>1,409,623</u>	<u>530,508</u>
Noncurrent assets:		
Capital assets:		
Non-depreciable	323,583	320,500
Depreciable, net	<u>7,810,439</u>	<u>7,729,774</u>
Total capital assets	<u>8,134,022</u>	<u>8,050,274</u>
Total noncurrent assets	<u>8,134,022</u>	<u>8,050,274</u>
<b>Total assets</b>	<u>9,543,645</u>	<u>8,580,782</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Related to pensions	<u>298,622</u>	<u>48,287</u>
<b>Total deferred outflows of resources</b>	<u>298,622</u>	<u>48,287</u>
<b>LIABILITIES</b>		
Current liabilities:		
Accounts payable	27,287	163,200
Accrued payroll	2,313	14,688
Due to City	1,255,040	277,685
Compensated absences - due within one year	<u>21,996</u>	<u>18,324</u>
Total current liabilities	<u>1,306,636</u>	<u>473,897</u>
Noncurrent liabilities:		
Aggregate net pension liability	1,016,682	163,907
Compensated absences - due in more than one year	<u>4,948</u>	<u>16,038</u>
Total noncurrent liabilities	<u>1,021,630</u>	<u>179,945</u>
<b>Total liabilities</b>	<u>2,328,266</u>	<u>653,842</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Related to pensions	<u>15,457</u>	<u>96,638</u>
<b>Total deferred inflows of resources</b>	<u>15,457</u>	<u>96,638</u>
<b>NET POSITION</b>		
Net investment in capital assets	8,134,022	8,050,274
Unrestricted (deficit)	<u>(635,478)</u>	<u>(171,685)</u>
<b>Total net position</b>	<u>\$ 7,498,544</u>	<u>\$ 7,878,589</u>

**City of Madera**  
**Transportation Development Act Funds**  
**Statement of Revenues, Expenses, and Changes in Net Position**  
**Local Transit Fund**  
**For the Years Ended June 30, 2023 and 2022**

	2023	2022
<b>OPERATING REVENUES:</b>		
Charges for services and operating grants	\$ 2,993,866	\$ 2,816,974
Miscellaneous revenue	1,856	12,706
<b>Total operating revenues</b>	<b>2,996,626</b>	<b>2,829,680</b>
<b>OPERATING EXPENSES:</b>		
Salaries and benefits	1,119,584	366,391
General and administrative	1,900,123	1,998,489
Vehicles supplies and maintainance	456,412	314,654
Depreciation	428,319	424,871
<b>Total operating expenses</b>	<b>3,904,438</b>	<b>3,104,405</b>
<b>OPERATING INCOME (LOSS)</b>	<b>(907,812)</b>	<b>(274,725)</b>
<b>NONOPERATING REVENUES (EXPENSES):</b>		
Investment income (loss)	2,691	469
Capital grants	572,961	25,903
<b>Total nonoperating revenues (expenses)</b>	<b>575,652</b>	<b>26,372</b>
<b>INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND TRANSFERS</b>	<b>(332,160)</b>	<b>(248,353)</b>
<b>CAPITAL CONTRIBUTIONS AND TRANSFERS</b>		
Capital contributions	13,819	-
Transfers out	(61,704)	(4,612)
<b>Total capital contributions and transfers</b>	<b>(47,885)</b>	<b>(4,612)</b>
<b>Changes in net position</b>	<b>(380,045)</b>	<b>(252,965)</b>
<b>NET POSITION:</b>		
Beginning of year	7,878,589	8,131,554
End of year	<b>\$ 7,498,544</b>	<b>\$ 7,878,589</b>

**City of Madera**  
**Transportation Development Act Funds**  
**Combining Statement of Cash Flows**  
**Local Transit Fund**  
**For the Years Ended June 30, 2023 and 2022**

	2023	2022
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Cash received from customers and operating grants	\$ 2,115,312	\$ 2,918,853
Cash payments to suppliers for goods and services	(2,492,105)	(2,165,389)
Cash payments to employees for services	(618,118)	(535,828)
Receipts from other operating revenues	1,856	12,706
<b>Net cash provided by (used in) operating activities</b>	<b>(993,055)</b>	<b>230,342</b>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>		
Due to City	977,355	(252,104)
Transfers to other funds	(61,704)	(4,612)
<b>Net cash provided by (used in) noncapital financing activities</b>	<b>915,651</b>	<b>(256,716)</b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
Capital grants	572,961	25,903
Acquisition of capital assets	(498,248)	2
<b>Net cash provided by (used in) capital and related financing activities</b>	<b>74,713</b>	<b>25,905</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Interest from investments	2,691	469
<b>Net cash provided by investing activities</b>	<b>2,691</b>	<b>469</b>
<b>Net change in cash and cash equivalents</b>	<b>-</b>	<b>-</b>
<b>CASH AND CASH EQUIVALENTS:</b>		
Beginning of year	-	-
End of year	\$ -	\$ -
<b>RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:</b>		
Operating income (loss)	\$ (907,812)	\$ (274,725)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:		
Depreciation	428,319	424,871
Changes in operating assets and liabilities, and deferred outflows and inflows of resources:		
Accounts receivable, net	-	631,686
Intergovernmental receivable	(879,458)	(529,807)
Prepaid items	343	251
Deferred outflows - pension related	(250,335)	62,393
Accounts payable	(135,913)	147,503
Accrued payroll	(12,375)	2,942
Compensated absences	(7,418)	6,996
Aggregate net pension liability	852,775	(306,029)
Deferred inflows - pension related	(81,181)	64,261
Total adjustments	(85,243)	505,067
<b>Net cash provided by (used in) operating activities</b>	<b>\$ (993,055)</b>	<b>\$ 230,342</b>

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**NOTES TO THE FINANCIAL STATEMENTS**



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**City of Madera**  
**Transportation Development Act Funds**  
**Index to the Notes to the Financial Statements**  
**For the Years Ended June 30, 2023 and 2022**

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
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**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements**  
**For the Years Ended June 30, 2023 and 2022**

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**Note 1 – Summary of Significant Accounting Policies**

***The Reporting Entity***

The accompanying financial statements present only the Transportation Development Act Funds of the City of Madera (the “TDA Funds”) and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City of Madera, California (the “City”) with accounting principles generally accepted in the United States of America (“U.S. GAAP”). The financial statements of the TDA Funds of the City have been prepared in conformity with U.S. GAAP as applied to governmental 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 Funds’ accounting policies are described below.

***Financial Statements***

The Transportation Development Act (“TDA”) provides funding of public transportation through regional planning and programming agencies. Funds are allocated to the City through the county transportation planning agency, the Madera County Transportation Commission (“MCTC”). The TDA Funds account for the City’s share of the TDA allocations, which are legally restricted for specific purposes as detailed in applicable sections of the Public Utilities Code.

The accompanying financial statements present only the TDA Funds of the City and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City in conformity with U.S. GAAP.

***Fund Accounting***

The accounts of the TDA Funds are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental 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 consist of the following:

**Special Revenue Funds** – Street Construction and Intermodal Building Operations Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

**Enterprise Fund** – The Local Transit Fund is used to account for operations financed and operated similar to business activities such as services rendered to the general public on a fee basis. The fund records the costs of the City’s Dial-A-Ride and fixed route service, Madera Metro.

***Measurement Focus and Basis of Accounting***

The **Street Construction and Intermodal Building Operations Special Revenue Funds** are reported using “*current financial resources*” measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available and expenditures are recognized when the fund liabilities are incurred. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The City uses an availability period of 60 days. Revenues that are susceptible to accrual include local transportation fund allocations and investment earnings.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

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**Note 1 – Summary of Significant Accounting Policies (Continued)**

***Measurement Focus and Basis of Accounting (Continued)***

The **Local Transit Enterprise Fund** is classified as an enterprise fund using the flow of “*economic resources*” measurement focus and the accrual basis of accounting, whereby revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Proprietary funds distinguish *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund’s principal ongoing operations. The principal operating revenues of the Transit Operations Enterprise Fund are passenger fares. Operating expenses include the cost of vehicle maintenance, administrative expenses, and depreciation on capital assets and equipment. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

When both restricted and unrestricted resources are available for use, it is the TDA Funds’ policy to use restricted resources first, and then unrestricted resources as they are needed.

***Cash and Cash Equivalents***

The cash is held by the TDA Funds as part of the City’s pooled cash and investments. The pooled funds are invested in accordance with the City’s investment policy established pursuant to state law. All monies not required for immediate expenses are invested or deposited to earn maximum yield consistent with safety and liquidity. Interest earnings is allocated to the fund based on its proportionate share of the pool. Refer to the City’s Basic Financial Statements for disclosures of cash and investments and related risk categorization.

***Grants***

Grant revenues and amounts due from other governmental agencies are recorded when earned on grants that have been approved and funded by the grantor. Grant sources include Federal Transit Administration (FTA), State Transit Assistance (STA), Local Transportation Funds (LTF), Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) and Transit System Safety, Security and Disaster Response Account (TSSSDRA) established pursuant to Proposition 1B approved by the voters of the State of California on November 7, 2006, and Measure A.

***Capital Assets***

Capital assets, which include property, plant, equipment and infrastructure assets (e.g., roads, sidewalks, and similar items), are reported in the applicable governmental or business-type activities in the Government-Wide Financial Statements. City policy has set the capitalization threshold for reporting capital assets at \$5,000. Capital assets are valued at historical cost or estimated historical cost if actual historical cost was not available. Donated assets are valued at their estimated fair market value on the date donated.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

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**Note 1 – Summary of Significant Accounting Policies (Continued)**

***Capital Assets (Continued)***

Depreciation is recorded on a straight-line basis over estimated useful lives of the assets as follows:

Asset Type	Years
Buildings	25-35
Improvements	5-50
Equipment	4-15

***Due from Local Governmental Agencies***

Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or from other governmental agencies in the same fiscal year.

***Leases Receivable***

**Lessor**

The City is a lessor for leases of land, primarily cell tower sites, and recognizes leases receivable and deferred inflows of resources related to leases in the financial statements as required by GASB Statement No. 87 *Leases*. At the commencement of a lease, the lease receivable is measured at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflows of resources are initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflows of resources are recognized as revenue over the life of the lease term in a straight-line method.

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

- The City used U.S. Treasury rates at the time of GASB Statement No. 87 implementation for its existing leases. The District will use the current rate at the time a new lease is executed.
- The lease term includes the noncancelable period of the lease plus any option periods that are likely to be exercised.
- Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

The City monitors changes in circumstances that would require a remeasurement of its leases and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

***Due to City***

These amounts resulted from temporary reclassifications made at June 30, 2022 and 2021, to cover cash shortfalls pending reimbursement from Madera County Transportation Commission or from other governmental agencies.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

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**Note 1 – Summary of Significant Accounting Policies (Continued)**

***Deferred Outflows/Inflows of Resources***

In addition to assets, the financial statements will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expenses/expenditure) until then. The TDA Funds have items that qualifies for reporting in this category that is related to pensions.

In addition to liabilities, the financial statements will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. The TDA Funds has items that qualifies for reporting in this category that is related to pensions, as well as resources for grant revenues not collected within the availability period and unavailable revenue relating to leases.

***Defined Benefit Pension Plan***

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans (Note 8). For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

The following timeframes are used for pension reporting:

CalPERS	2023	2022
Valuation date	June 30, 2021	June 30, 2020
Measurement date	June 30, 2022	June 30, 2021
Measurement period	July 1, 2021 to June 30, 2022	July 1, 2020 to June 30, 2021

***Compensated Absences***

It is the City's policy to permit employees to accumulate earned but unused vacation, which will be paid to employees upon separation from service. The Local Transit Enterprise Fund accrues benefits in the period in which they are earned. Liabilities for vacation, holiday benefits and compensatory time are recorded when earned. The amount recorded in Compensated Absences at June 30, 2023 and 2022 for the Local Transit Enterprise Fund was \$26,944 and \$34,362, respectively.

***Transfers Between Funds***

With City Council approval, resources may be transferred from one City fund to another. The purpose of the majority of transfers is to reimburse a fund that has made expenditures on behalf of another fund.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

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**Note 1 – Summary of Significant Accounting Policies (Continued)**

***Fund Balance***

The Street Construction and Intermodal Building Operations Special Revenue Funds report fund balance as nonspendable, restricted, committed, assigned, or unassigned based primarily on the extent to which the City is bound to honor constraints on how specific amounts can be spent. Fund balances are categorized as follows:

*Nonspendable* - This amount indicated the portion of funds balances which cannot be spent because they are either not in spendable form, such as prepaid items, inventories or loans receivable, or legally or contractually required to be maintained intact, such as the principal portion of an endowment.

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

*Committed* - This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the City Council. These amounts cannot be used for any other purpose unless the City Council removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

*Assigned* - This classification includes amounts that are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the City Council or through the City Council delegating this responsibility to the Finance Director through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

*Unassigned* - This amount indicates the portion of fund balance that does not fall into one of the above categories. However, in governmental funds other than the General Fund, if expenditures incurred for specific purposes exceed the amounts that are restricted, committed or assigned for those purposes, it may be necessary to report negative unassigned fund balance in that particular fund.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the City's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the City's policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.

The City Council establishes, modifies, or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is done through adoption of the budget and subsequent budget amendments that occur throughout the year.

***Net Position***

The Local Transit Proprietary Fund utilizes a net position presentation. Net position is classified as follows:



**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 1 – Summary of Significant Accounting Policies (Continued)**

***Net Position (Continued)***

Net Investment in Capital Assets – This category of net position consists of capital assets, net of accumulated depreciation and reduced by any debt outstanding and any deferred outflows/inflows of resources related to such borrowings that are attributable to the acquisition, construction or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is offset by unspent proceeds.

Restricted Net Position – This category presents restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Those assets are restricted due to external restrictions imposed by creditors (such as through bond covenants), grantors or laws and regulations of other governments and restrictions imposed through constitutional provisions or enabling legislation.

Unrestricted – This category represents net position of the City that is not restricted for any project or other purpose.

When both restricted and unrestricted resources are available for use, the City’s policy is to use restricted resources first, then unrestricted resources that are needed.

***Use of Estimates***

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**Note 2 – Deposits in the City’s Pool**

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The balance of the TDA Funds’ cash and investments, as of June 30, 2023 and 2022 were as follows:

	2023	2022
Governmental Funds	\$ -	\$ 8,133
Proprietary Funds	\$ -	\$ -

The TDA Funds’ cash is deposited in the City’s internal investment pool, which is reported at fair value. The TDA Funds’ do not own specifically identifiable securities in the City’s pool.

Investments earnings is allocated based on average cash balances. Investment policies and associated risk factors applicable to the TDA Funds are those of the City and are included in the City’s basic financial statements.

**Note 3 – Restrictions**

Funds received pursuant to TDA Article 8 in Street Construction and Intermodal Building Operations Special Revenue Funds may only be used for local streets and roads and projects for use by pedestrian and bicycles.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 3 – Restrictions (Continued)**

Funds received pursuant to TDA Article 8c in the Local Transit Enterprise Fund may only be used to provide local public transportation services for transit contracts.

As outlined in Public Utilities Code (PUC) Section 99233, LTF funds are restricted for transit services, bicycle and pedestrian facilities and projects, transportation planning and programming, and street construction and maintenance projects.

**Note 4 – Leases Receivable**

A summary of changes in leases receivable for the fiscal year ended June 30, 2023 was as follows:

Balance July 1, 2022	Additions	Reductions	Balance June 30, 2023	Amounts due within one year	Amounts due in more than one year
\$ 51,528	\$ -	\$ (35,486)	\$ 16,042	\$ 9,608	\$ 6,434

A summary of changes in leases receivable for the fiscal year ended June 30, 2022 was as follows:

Balance July 1, 2021	Additions	Reductions	Balance June 30, 2022	Amounts due within one year	Amounts due in more than one year
\$ 86,920	\$ -	\$ (35,392)	\$ 51,528	\$ 35,486	\$ 16,042

At June 30, 2023, the required payments for these leases, including interest, are:

Year Ending June 30	Lease Receivable	Interest	Total
2024	\$ 9,608	\$ 64	\$ 9,672
2025	6,434	13	6,447
	<u>\$ 16,042</u>	<u>\$ 77</u>	<u>\$ 16,119</u>

As of June 30, 2023, the amounts reported as lease-related deferred inflows of resources will be recognized as lease revenue in the upcoming years as follows:

Year Ending June 30	Total
2024	\$ 9,577
2025	6,385
	<u>\$ 15,962</u>

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 5 – Capital Assets**

A summary of capital assets for the year ended June 30, 2023 is as follows:

	Balance July 1, 2022	Additions	Deletions/ Reclassification	Balance June 30, 2023
Capital assets, not being depreciated				
Land	\$ 320,500	\$ -	\$ -	\$ 320,500
Construction in progress	-	3,083	-	3,083
Total capital assets, not being depreciated	320,500	3,083	-	323,583
Capital assets, being depreciated				
Building and improvements	7,473,343	26,982	-	7,500,325
Equipment	2,685,717	482,002	-	3,167,719
Total capital assets, being depreciated	10,159,060	508,984	-	10,668,044
Accumulated depreciation:				
Building and improvements	(835,698)	(191,150)	-	(1,026,848)
Infrastructure	-	-	-	-
Equipment	(1,593,588)	(237,169)	-	(1,830,757)
Total accumulated depreciation	(2,429,286)	(428,319)	-	(2,857,605)
Total capital assets, being depreciated, net	7,729,774	80,665	-	7,810,439
Total capital assets, net	\$ 8,050,274	\$ 83,748	\$ -	\$ 8,134,022

A summary of capital assets for the year ended June 30, 2022 is as follows:

	Balance July 1, 2021	Additions	Deletions	Balance June 30, 2022
Capital assets, not being depreciated				
Land	\$ 320,500	\$ -	\$ -	\$ 320,500
Total capital assets, not being depreciated	320,500	-	-	320,500
Capital assets, being depreciated				
Building and improvements	66,737	-	7,406,606	7,473,343
Equipment	10,092,323	-	(7,406,606)	2,685,717
Total capital assets, being depreciated	10,159,060	-	-	10,159,060
Accumulated depreciation:				
Building and improvements	(198,922)	(190,025)	(446,751)	(835,698)
Infrastructure	(66,279)	-	66,279	-
Equipment	(1,739,214)	(234,846)	380,472	(1,593,588)
Total accumulated depreciation	(2,004,415)	(424,871)	-	(2,429,286)
Total capital assets, being depreciated, net	8,154,645	(424,871)	-	7,729,774
Total capital assets, net	\$ 8,475,145	\$ (424,871)	\$ -	\$ 8,050,274

Depreciation expense for the years ended June 30, 2023 and 2022 was \$428,319 and \$424,871, respectively.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 6 – Pension Plans**

***Plan Description***

Substantially all City employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the Miscellaneous Plan Agent multiple-employer defined benefit plan or the Safety Plan Cost-sharing multiple-employer defined benefit administered by California Public Employees Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee’s Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

***Benefits Provided***

CalPERS provide retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Classic CalPERS member becomes eligible for service retirement upon attainment of age 55 with at least 5 years of credited service. PEPRA miscellaneous members become eligible for service retirement upon attainment of age 62 with at least 5 years of service. The service retirement benefit is a monthly allowance equal to the product of the benefit factor, years of service, and final compensation. The final compensation is the monthly average of the member’s highest 36 full-time equivalent monthly pay.

Following are the benefit provisions for each plan:

Hire Date	Miscellaneous Plan		
	Prior to January 1, 2011	January 1, 2011 thru January 1, 2013	On or After January 1, 2013
Benefit formula	2.5% @ 55	2% @ 60	2% @ 62
Benefit vesting schedule	5 years service	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life	Monthly for life
Retirement age	50 - 55	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	2.000% to 2.500%	1.092% to 2.418%	1.000% to 2.500%
Required employee contribution rates	8.00%	7.000%	6.900%
Required employer contribution rates	9.830%	9.830%	9.830%
Final Annual Compensation	1 year	3 years	3 years

***Employees Covered***

At June 30, 2023 and 2022 (measurement dates 2022 and 2021), the following employees were covered by the benefit terms for the Miscellaneous Plan:

	2023	2022
Contributions - employer	\$ 127,056	\$ 47,191
Contributions - employees	55,028	20,097

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 6 – Pension Plans (Continued)**

**Contributions**

Section 20814(c) of the California Public Employees’ Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The City is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the years ended June 30, 2023 and 2022 (measurement dates 2022 and 2021), the contributions recognized as part of pension expense were:

	2023	2022
Contributions - employer	\$ 127,056	\$ 47,191
Contributions - employees	55,028	20,097

**Net Pension Liability**

The Transit Fund’s net pension liability is measured as the total pension liability less the pension plan’s fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2022, using an annual actuarial valuation as of June 30, 2021 rolled forward to June 30, 2022 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

**Actuarial Assumptions** – The total pension liabilities in the June 30, 2021 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Payroll Growth	2.80%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.00%
Mortality Rate Table	Derived using CalPERS’ Membership Data for all Funds. The mortality table used was
Post Retirement Benefit Increase	Contract COLA up to 2% until Purchasing Power Protection Allowance Floor on

(1) Net of pension plan investment and administrative expenses; includes inflation

(2) The mortality table used was developed based on CalPERS’s specific data. The table includes 15 years of mortality improvements using the Society of Actuaries Scale 90% of scale MP 2016.

**Changes in Assumptions** – The discount rate lowered from 7.15% in 2022 to 6.90% in 2023. The inflation rate lowered from 2.50% in 2022 to 2.30% in 2023. The payroll growth increased from 2.75% in 2022 to 2.80% in 2023. The investment rate of return lowered from 7.25% in 2022 to 7.00% in 2023. In the prior year, the actuarial report did not have any changes in assumptions.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 6 – Pension Plans (Continued)**

***Net Pension Liability (Continued)***

**Discount Rate** – The discount rate used to measure the total pension liability was 7.15 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate, and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent is applied to all plans in the Public Employees Retirement Fund (PERF). The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB 68 section.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, both short-term and long-term market return expectations as well as the expected pension fund cash flows were considered. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11–60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class	Assumed Asset Allocation	Real Return <sup>1,2</sup>
Global equity - cap-weighted	30.00%	4.45%
Global equity - non-cap-weighted	12.00%	3.84%
Private equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed securities	5.00%	0.50%
Investment grade corporates	10.00%	1.56%
High yield	5.00%	2.27%
Emerging market debt	5.00%	2.48%
Private debt	5.00%	3.57%
Real assets	15.00%	3.21%
Liquidity	-5.00%	-0.59%

<sup>1</sup> An expected inflation of 2.30% used for this period

<sup>2</sup> Figures are based on the 2021 Asset Liability Management study.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 6 – Pension Plans (Continued)**

***Sensitivity of the Net Pension Liability to Changes in the Discount Rate***

The following presents The TDA Fund's net pension liability at June 30, 2023 and 2022, calculated using the discount rate, as well as what The TDA Fund's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	2023	2022
1% Decrease	6.15%	6.15%
Net Pension Liability	\$ 1,437,324	\$ 269,365
Current Discount Rate	7.15%	7.15%
Net Pension Liability	\$ 1,016,682	\$ 163,907
1% Increase	8.15%	8.15%
Net Pension Liability	\$ 669,684	\$ 76,574

***Changes in the Net Pension Liability***

At June 30, 2023 (measurement date 2022), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2021 (Valuation Date)	\$ 1,539,371	\$ 1,375,464	\$ 163,907
Changes in the year:			
Service cost	131,181	-	131,181
Interest on the total pension liability	519,691	-	519,691
Changes of assumptions	255,956	-	255,956
Differences between expected and actual experience	(42,109)	-	(42,109)
Benefit payments, including refunds of member contributions	(417,687)	(417,687)	-
Contributions - employer	-	127,056	(127,056)
Contributions - employee	-	55,028	(55,028)
Net investment income	-	(166,409)	166,409
Administrative expense	-	(3,731)	3,731
Net Changes	447,032	(405,743)	852,775
Balance at June 30, 2022 (Measurement Date)	\$ 1,986,403	\$ 969,721	\$ 1,016,682

At June 30, 2022 (measurement date 2021), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2020 (Valuation Date)	\$ 1,483,544	\$ 1,013,608	\$ 469,936
Changes in the year:			
Service cost	44,556	-	44,556
Interest on the total pension liability	184,297	-	184,297
Differences between expected and actual experience	(19,752)	-	(19,752)
Benefit payments, including refunds of member contributions	(153,274)	(153,274)	-
Contributions - employer	-	47,191	(47,191)
Contributions - employee	-	20,097	(20,097)
Net investment income	-	449,652	(449,652)
Administrative expense	-	(1,810)	1,810
Net Changes	55,827	361,856	(306,029)
Balance at June 30, 2021 (Measurement Date)	\$ 1,539,371	\$ 1,375,464	\$ 163,907

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 6 – Pension Plans (Continued)**

***Changes in the Net Pension Liability (Continued)***

**Pension Plan Fiduciary Net Position** – Detailed information about each pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

***Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions***

For the year ended June 30, 2023 and 2022, The Transit Fund recognized pension expense of \$110,926 and \$34,346, respectively. At June 30, 2023 and 2022, The Transit Fund reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 127,056	\$ -	\$ 47,191	\$ -
Differences between expected and actual experience	108,812	-	1,096	(8,237)
Changes in assumptions	62,754	-	-	-
Net differences between projected and actual earnings on pension plan investments	-	(15,457)	-	(88,401)
Total	<u>\$ 298,622</u>	<u>\$ (15,457)</u>	<u>\$ 48,287</u>	<u>\$ (96,638)</u>

The \$127,056 and \$47,191 reported as deferred outflows of resources related to contributions subsequent to the measurement date for the two plans will be recognized as a reduction of the net pension liability in the year ended June 30, 2023 and 2022, respectively.

As of the measurement dates, June 30, 2022 and 2021, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

2023		2022	
Year Ended June 30	Miscellaneous Plan	Year Ended June 30	Miscellaneous Plan
2023	\$ 46,741	2022	\$ (27,618)
2024	32,324	2023	(22,369)
2025	6,589	2024	(21,202)
2026	70,455	2025	(24,353)
2027	-	2026	-
Total	<u>\$ 156,109</u>	Total	<u>\$ (95,542)</u>

***Payable to the Pension Plan***

As of June 30, 2023 and 2022, the City reported a payable of \$0 for the outstanding amount of contributions to the Miscellaneous pension plan required for the years ended June 30, 2023 and 2022.



**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 7 – Fare Ratio**

The City is required to maintain a minimum fare revenue to operating expenses ratio of 15% in accordance with the Transportation Development Act. The amounts included in the fare box ratio calculation represent only the Madera Metro and Dial-A-Ride divisions of the Local Transit Fund and are not meant to be a representative of the Local Transit Fund as a whole.

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride is as follows for the year ended June 30, 2023:

	Madera Metro	Dial-A-Ride	Total
Passenger fares	\$ -	\$ 904	\$ 904
State of Good Repair fare supplement	26,982	-	26,982
Other	879	879	1,758
Total fares	<u>\$ 27,861</u>	<u>\$ 1,783</u>	<u>\$ 29,644</u>
Operating expenses	\$ 2,442,728	1,461,707	\$ 3,904,435
Allowable TDA adjustments:			
Depreciation	(411,282)	(17,037)	(428,319)
Net operating expenses	<u>\$ 2,031,446</u>	<u>\$ 1,444,670</u>	<u>\$ 3,476,116</u>
Fare revenue ratio	<u>1.37%</u>	<u>0.12%</u>	<u>0.85%</u>

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride (DAR) is as follows for the year ended June 30, 2022:

	Madera Metro	Dial-A-Ride	Total
Passenger fares	\$ -	\$ -	\$ -
LCTOP fare supplement	24,775	-	24,775
Interest	-	469	469
Total fares	<u>\$ 24,775</u>	<u>\$ 469</u>	<u>\$ 25,244</u>
Operating expenses	\$ 1,790,816	\$ 1,042,075	\$ 2,832,891
Allowable TDA adjustments:			
Depreciation	(261,037)	(17,037)	(278,074)
Net operating expenses	<u>\$ 1,529,779</u>	<u>\$ 1,025,038</u>	<u>\$ 2,554,817</u>
Fare revenue ratio	<u>1.62%</u>	<u>0.05%</u>	<u>0.99%</u>

As of April 16, 2020, the City eliminated fares due to COVID-19, which therefore had an impact on fare collections. Although the City is required to maintain a fare revenue ratio of 15%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2023 and 2022.

**City of Madera**  
**Transportation Development Act Funds**  
**Notes to the Financial Statements (Continued)**  
**For the Years Ended June 30, 2023 and 2022**

**Note 8 – Proposition 1B (PTMISEA)**

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements and for rolling stock procurement, rehabilitation or replacement. Proposition 1B activities during the fiscal years ended June 30, 2023 and 2022 was as follows

	2023	2022
Unspent PTMISEA Funds, beginning of year	\$ -	\$ -
Funds received	41,733	1,128
Funds used	(41,733)	(1,128)
Unspent PTMISEA Funds, end of year	\$ -	\$ -

**Note 9 – Net Position Unrestricted Deficit / Deficit Fund Balance**

As of June 30, 2023 and 2022, the Local Transit Enterprise Fund ended the year in a deficit unrestricted net position of \$635,478 and \$171,685, respectively. The unrestricted net position (deficit) results primarily from the recording of the Local Transit Enterprise Fund's net pension liability.

As of June 30, 2023 and 2022, the Street Construction Special Revenue Fund ended the year in a deficit fund balance of \$1,242,142 and \$1,204,359, respectively. The City plans to eliminate the deficit fund balance through a local transportation fund reimbursement.

**Note 10 – Contingencies**

***Litigation***

The City is a defendant in certain legal actions arising in the normal course of operations. Liabilities for the probable amounts of loss associated with these claims are covered through the Central San Joaquin Valley Risk Management Authority. The City management believes that the City's insurance programs are sufficient to cover any potential losses should an unfavorable outcome materialize.

***TDA Funds***

The TDA funds are subject to program compliance audits by the grantors and their representatives. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

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**REQUIRED SUPPLEMENTARY INFORMATION**

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**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Information**  
**For the Year Ended June 30, 2023**

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**Note 1 – Budgetary Information**

The City establishes annual budgets for the Transportation Development Act 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, the 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 accounting system and monitored by the Finance Department as well as by the department heads.
5. 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.
6. 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 Transportation Development Act Funds.

**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Comparison Schedule – Street Construction Special Revenue Fund**  
**For the Year Ended June 30, 2023**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Favorable/ (Unfavorable)
	Original	Final		
<b>REVENUES:</b>				
Local transportation funds	\$ 3,086,290	\$ 3,086,290	\$ 887,217	\$ (2,199,073)
<b>Total revenues</b>	<u>3,086,290</u>	<u>3,086,290</u>	<u>887,217</u>	<u>(2,199,073)</u>
<b>EXPENDITURES:</b>				
Street and road maintenance	1,952,040	2,112,945	302,127	1,810,818
Administration	-	129,250	110,873	18,377
<b>Total expenditures</b>	<u>1,952,040</u>	<u>2,242,195</u>	<u>413,000</u>	<u>1,829,195</u>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<u>1,134,250</u>	<u>844,095</u>	<u>474,217</u>	<u>(369,878)</u>
<b>OTHER FINANCING SOURCES (USES):</b>				
Transfers out	(512,000)	(512,000)	(512,000)	-
<b>Total other financing sources (uses)</b>	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
<b>Net change in fund balance</b>	<u>\$ 622,250</u>	<u>\$ 332,095</u>	<u>(37,783)</u>	<u>\$ (369,878)</u>
<b>FUND BALANCE (DEFICIT):</b>				
Beginning of year			(1,204,359)	
End of year			<u>\$ (1,242,142)</u>	

**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Comparison Schedule – Street Construction Special Revenue Fund**  
**For the Year Ended June 30, 2022**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Favorable/ (Unfavorable)
	Original	Final		
<b>REVENUES:</b>				
Local transportation funds	\$ 3,627,266	\$ 3,640,222	\$ 665,618	\$ (2,974,604)
<b>Total revenues</b>	<u>3,627,266</u>	<u>3,640,222</u>	<u>665,618</u>	<u>(2,974,604)</u>
<b>EXPENDITURES:</b>				
Street and road maintenance	2,217,145	2,285,424	171,960	2,113,464
Administration	-	12,956	14,368	(1,412)
<b>Total expenditures</b>	<u>2,217,145</u>	<u>2,298,380</u>	<u>186,328</u>	<u>2,112,052</u>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<u>1,410,121</u>	<u>1,341,842</u>	<u>479,290</u>	<u>(862,552)</u>
<b>OTHER FINANCING SOURCES (USES):</b>				
Transfers out	(512,000)	(512,000)	(512,000)	-
<b>Total other financing sources (uses)</b>	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
<b>Net change in fund balance</b>	<u>\$ 898,121</u>	<u>\$ 829,842</u>	(32,710)	<u>\$ (862,552)</u>
<b>FUND BALANCE (DEFICIT):</b>				
Beginning of year			(1,171,649)	
End of year			<u>\$ (1,204,359)</u>	



**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Comparison Schedule – Intermodal Building Special Revenue Fund**  
**For the Year Ended June 30, 2023**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Favorable/ (Unfavorable)
	Original	Final		
<b>REVENUES:</b>				
Other intergovernmental	\$ 50,000	\$ 50,000	\$ 91,909	\$ 41,909
Investment income (loss)	-	-	2,318	2,318
Building rents and leases	38,180	38,180	25,743	(12,437)
Utility reimbursements	-	-	994	994
<b>Total revenues</b>	<b>88,180</b>	<b>88,180</b>	<b>120,964</b>	<b>32,784</b>
<b>EXPENDITURES:</b>				
Intermodal building improvements	39,358	39,358	39,358	-
Administration	67,547	67,547	77,367	(9,820)
<b>Total expenditures</b>	<b>106,905</b>	<b>106,905</b>	<b>116,725</b>	<b>(9,820)</b>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<b>(18,725)</b>	<b>(18,725)</b>	<b>4,239</b>	<b>22,964</b>
<b>OTHER FINANCING SOURCES (USES):</b>				
Transfers out	(4,326)	(4,326)	(4,326)	-
<b>Total other financing sources (uses)</b>	<b>(4,326)</b>	<b>(4,326)</b>	<b>(4,326)</b>	<b>-</b>
<b>Net change in fund balance</b>	<b>\$ (23,051)</b>	<b>\$ (23,051)</b>	<b>(87)</b>	<b>\$ 22,964</b>
<b>FUND BALANCE:</b>				
Beginning of year			26,448	
End of year			<b>\$ 26,361</b>	

**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Comparison Schedule – Intermodal Building Special Revenue Fund**  
**For the Year Ended June 30, 2022**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Favorable/ (Unfavorable)
	Original	Final		
<b>REVENUES:</b>				
Other intergovernmental	\$ 92,459	\$ 92,459	\$ 90,087	\$ (2,372)
Investment income (loss)	-	-	248	248
Building rents and leases	37,500	37,500	35,967	(1,533)
Utility reimbursements	-	-	1,044	1,044
<b>Total revenues</b>	<b>129,959</b>	<b>129,959</b>	<b>127,346</b>	<b>(2,613)</b>
<b>EXPENDITURES:</b>				
Intermodal building improvements	38,944	38,944	38,358	586
Administration	101,522	101,522	88,269	13,253
<b>Total expenditures</b>	<b>140,466</b>	<b>140,466</b>	<b>126,627</b>	<b>13,839</b>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<b>(10,507)</b>	<b>(10,507)</b>	<b>719</b>	<b>11,226</b>
<b>OTHER FINANCING SOURCES (USES):</b>				
Transfers out	(2,336)	(2,336)	(249)	2,087
<b>Total other financing sources (uses)</b>	<b>(2,336)</b>	<b>(2,336)</b>	<b>(249)</b>	<b>2,087</b>
<b>Net change in fund balance</b>	<b>\$ (12,843)</b>	<b>\$ (12,843)</b>	<b>470</b>	<b>\$ 13,313</b>
<b>FUND BALANCE:</b>				
Beginning of year			25,978	
End of year			<b>\$ 26,448</b>	

**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Schedule of Changes in the Net Pension Liability and Related Ratios**  
**Last Ten Years**  
**As of June 30, 2023**

<b>Miscellaneous Plan</b>								
Measurement period, year ended	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015 <sup>1</sup>
<b>Total pension liability</b>								
Service cost	\$ 131,181	\$ 44,556	\$ 9,450	\$ 9,529	\$ 35,157	\$ 45,758	\$ 23,194	\$ 55,836
Interest on total pension liability	519,691	184,297	35,639	31,322	100,662	139,221	79,747	187,358
Differences between expected and actual experience	(42,109)	(19,752)	(5,662)	(17,373)	17,767	70,384	1,771	(9,944)
Changes in assumptions	255,956	-	-	-	(10,968)	111,629	-	(43,820)
Changes in benefit terms	-	-	-	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(417,687)	(153,274)	(26,879)	(22,632)	(69,901)	(95,528)	(52,635)	(125,713)
<b>Net change in total pension liability</b>	<b>447,032</b>	<b>55,827</b>	<b>12,548</b>	<b>846</b>	<b>72,717</b>	<b>271,464</b>	<b>52,077</b>	<b>63,717</b>
<b>Total pension liability - beginning</b>	<b>1,539,371</b>	<b>1,483,544</b>	<b>1,470,996</b>	<b>1,470,150</b>	<b>1,397,433</b>	<b>1,125,969</b>	<b>1,073,892</b>	<b>1,137,609</b>
<b>Total pension liability - ending (a)</b>	<b>\$ 1,986,403</b>	<b>\$ 1,539,371</b>	<b>\$ 1,483,544</b>	<b>\$ 1,470,996</b>	<b>\$ 1,470,150</b>	<b>\$ 1,397,433</b>	<b>\$ 1,125,969</b>	<b>\$ 1,073,892</b>
<b>Plan fiduciary net position</b>								
Contributions - employer	127,056	47,937	43,907	43,613	40,011	35,280	29,624	24,378
Contributions - employee	55,028	12,075	11,431	3,226	1,140	10,395	17,221	13,938
Investment income (net of administrative expenses)	(166,409)	247,045	49,142	16,026	6,440	72,614	6,269	22,986
Benefit payments	(417,687)	(2,555)	(75,901)	(22,632)	(69,901)	(95,528)	(52,635)	(125,713)
Plan to plan resources	-	-	-	1	-	(22)	9	-
Other	(3,731)	41,862	(1,392)	(29,932)	(40,179)	(187,079)	11,102	(2,184)
<b>Net change in plan fiduciary net position</b>	<b>(405,743)</b>	<b>346,364</b>	<b>27,187</b>	<b>10,302</b>	<b>(62,489)</b>	<b>(164,340)</b>	<b>11,590</b>	<b>(66,595)</b>
<b>Plan fiduciary net position - beginning</b>	<b>1,375,464</b>	<b>1,013,608</b>	<b>1,005,760</b>	<b>1,016,062</b>	<b>953,573</b>	<b>789,233</b>	<b>800,823</b>	<b>734,228</b>
<b>Plan fiduciary net position - ending (b)</b>	<b>\$ 969,721</b>	<b>\$ 1,375,464</b>	<b>\$ 1,013,608</b>	<b>\$ 1,005,760</b>	<b>\$ 1,016,062</b>	<b>\$ 953,573</b>	<b>\$ 789,233</b>	<b>\$ 800,823</b>
<b>Net pension liability - ending (a)-(b)</b>	<b>\$ 1,016,682</b>	<b>\$ 163,907</b>	<b>\$ 469,936</b>	<b>\$ 465,236</b>	<b>\$ 454,088</b>	<b>\$ 443,860</b>	<b>\$ 336,736</b>	<b>\$ 273,069</b>
<b>Plan fiduciary net position as a percentage of the total pension liability</b>								
	48.82%	89.35%	68.32%	68.37%	69.11%	68.24%	70.09%	74.57%
Covered payroll	\$ 152,558	\$ 148,115	\$ 158,985	\$ 184,737	\$ 201,000	\$ 155,118	\$ 141,403	\$ 135,484
Net pension liability as a percentage of covered payroll	666.42%	110.66%	295.59%	251.84%	225.91%	286.14%	238.14%	201.55%

**Notes to Schedule:**

**Benefit changes:** The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014. This applies for voluntary benefit changes as well as any offers of Two Years of Additional Service Credit (a.k.a. Golden Handshakes).

<sup>1</sup> Historical information is presented only for measurement periods for which GASB 68 is applicable.

**City of Madera**  
**Transportation Development Act Funds**  
**Required Supplementary Information (Unaudited)**  
**Schedule of Contributions**  
**Last Ten Years**  
**For the Year Ended June 30, 2023**

<b>Miscellaneous Plan</b>					
Fiscal Year:	<u>2022-23</u>	<u>2021-22</u>	<u>2020-21</u>	<u>2019-20</u>	<u>2018-19</u>
Contractually determined contribution (actuarially determined)	\$ 127,056	\$ 47,191	\$ 69,469	\$ 43,907	\$ 43,613
Contributions in relation to the actuarially determined contributions	(127,056)	(47,191)	(69,469)	(43,907)	(43,613)
<b>Contribution deficiency (excess)</b>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 157,135	\$ 152,558	\$ 148,115	\$ 158,985	\$ 184,737
Contributions as a percentage of covered payroll	80.86%	30.93%	46.90%	27.62%	23.61%
Fiscal Year:	<u>2017-18</u>	<u>2016-17</u>	<u>2015-16</u>	<u>2014-15</u>	<u>2013-14<sup>1</sup></u>
Contractually determined contribution (actuarially determined)	\$ 40,011	\$ 35,280	\$ 29,624	\$ 24,378	\$ 22,281
Contributions in relation to the actuarially determined contributions	(40,011)	(35,280)	(29,624)	(24,378)	(22,281)
<b>Contribution deficiency (excess)</b>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 201,000	\$ 155,118	\$ 141,403	\$ 135,484	\$ 134,940
Contributions as a percentage of covered payroll	19.91%	22.74%	20.95%	17.99%	16.51%

**Notes to Schedule****Methods and assumptions used to determine contribution rates:**

The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2021 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2021 Funding Valuation Report
Asset valuation method	Actuarial Value of Assets. For details, see June 30, 2017 Funding Valuation Report.
Inflation	2.30%
Salary increases	Varies by entry age and service
Payroll growth	2.75%
Investment rate of return	7.00% net of pension plan investment and administrative expenses.
Retirement age	The probabilities of retirement are based on the 2021 CalPERS Experience Study for the period from 1997 and 2015.
Mortality	The probabilities of mortality are based on the the 2021 experience study report. The mortality table was developed based on CalPERS-specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries.

<sup>1</sup> Information only presented from the implementation year

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**COMPLIANCE REPORT**

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**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***

**Independent Auditors' Report**

To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California

We have audited, in accordance with generally accepted auditing standards 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 accompanying financial statements of the Transportation Development Act Funds (the "TDA Funds") of the City of Madera, California (the "City"), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the TDA Transit Funds' financial statements, and have issued our report thereon dated March 28, 2024.

**Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the TDA Funds' 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 TDA Funds' internal control. Accordingly, we do not express an opinion on the effectiveness of the TDA Funds' 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 have not been identified.



To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California  
Page 2

### **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the TDA Fund'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 determination of financial statement amounts. 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*.

In connection with our audit referred to above, we also performed an audit for compliance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Imperial County Transportation Commission, for the year ended June 30, 2023. In connection with our audit, we performed to the extent applicable, the compliance audit tasks set forth in Sections §6666 and §6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the *California Code of Regulations*. The results of performing the tasks specified above disclosed one instance of noncompliance with the applicable statutes, rules, and regulations of the Act, and the allocation instructions and resolutions of the Madera County Transportation Commission. In our opinion, the funds allocated to and received by the TDA Funds for the year ended June 30, 2023, pursuant to the Transportation Development Act, were accounted for and expended in conformance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Imperial County Transportation Commission.

### **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 to express an opinion on the compliance of the TDA Funds with the Transportation Development Act, the California Code of Regulations, and the allocation instructions and resolutions of the Madera County Transportation Commission, and not to provide an opinion on the effectiveness of the TDA Funds' internal control or on other compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the TDA Funds' internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*The PwC Group, LLP*

Walnut Creek, California  
March 28, 2024

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS**

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**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITORS' REPORTS**

**FOR THE YEARS ENDED  
JUNE 30, 2023 AND 2022**

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## INDEPENDENT AUDITORS' REPORT

To the Board of Supervisors  
County of Madera, California

### Report on the Audit of the Financial Statements

#### *Opinions*

We have audited the accompanying financial statements of the Transportation Development Act Funds (the TDA Funds) of the County of Madera, California (the County), as of and for the year ended June 30, 2023, and the related notes to the 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 TDA Funds of the County as of June 30, 2023, 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 Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the County, 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.

#### *2022 Financial Statements*

The TDA Fund's financial statements for the year ended June 30, 2022, were audited by other auditors whose report thereon date November 22, 2023, expressed an unmodified opinion.

#### *Emphasis of Matter*

As discussed in Note 1, the financial statements present only the TDA Funds and do not purport to, and do not, present fairly the financial position of the County as of June 30, 2023 and 2022, the change in financial position, or, where applicable, its cash flows, for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinions are 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 TDA Funds' 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.

***Auditors' 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 County's internal control of the TDA Funds. 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 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.

***Other Reporting Required by Government Auditing Standards and the Rules and Regulations of the Transportation Development Act***

In accordance with *Government Auditing Standards*, we have also issued our report dated May 16, 2024, on our consideration of the TDA Funds' internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the TDA Funds' 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' internal control over financial reporting and compliance.

HHC, INC.

*HHC, Inc.*

Fresno, California  
May 16, 2024

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEETS  
JUNE 30, 2023 AND 2022**

	<b>2023</b>	<b>(restated) 2022</b>
<b>ASSETS</b>		
Intergovernmental receivable	<u>\$ 2,964,908</u>	<u>\$ 3,046,594</u>
Total Assets	<u><u>\$ 2,964,908</u></u>	<u><u>\$ 3,046,594</u></u>
 <b>LIABILITIES AND FUND BALANCE</b>		
Liabilities		
Accounts payable	<u>\$ 2,964,908</u>	<u>\$ 3,046,594</u>
Total Liabilities	<u>2,964,908</u>	<u>3,046,594</u>
Fund Balance		
Unassigned	<u>-</u>	<u>-</u>
Total Fund Balance	<u>-</u>	<u>-</u>
Total Liabilities and Fund Balance	<u><u>\$ 2,964,908</u></u>	<u><u>\$ 3,046,594</u></u>

The accompanying notes are an integral part of the financial statements.

**COUNTY OF MADERA**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**STATEMENTS OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**FOR THE YEARS ENDED JUNE 30, 2023 AND 2022**

	<b>2023</b>	<b>(restated) 2022</b>
<b>REVENUES</b>		
LTF non-transit allocations	\$ 2,475,362	\$ 2,822,428
LTF/STA transit allocations - Madera County Connection	889,443	791,078
LTF transit allocations - Amtrak	7,454	5,363
PTMISEA distributions	1,068,198	95,930
LCTOP distributions	102,280	-
	<u>4,542,737</u>	<u>3,714,799</u>
<b>EXPENDITURES</b>		
Public ways and Facilities		
Road construction and maintenance	2,475,362	2,822,428
Madera County Connection transit costs	889,443	791,078
Amtrak costs	7,454	5,363
Transit facility improvements (non-operating)	1,068,198	95,930
LCTOP costs	102,280	-
	<u>4,542,737</u>	<u>3,714,799</u>
Net Change in Fund Balance	-	-
Fund Balance, Beginning of Year	<u>-</u>	<u>-</u>
Fund Balance, End of Year	<u>\$ -</u>	<u>\$ -</u>

The accompanying notes are an integral part of the financial statements.



**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Reporting Entity:** The accompanying financial statements present only the Transportation Development Act Funds (the TDA Funds) of the County of Madera, California (the County) and are not intended to present fairly the financial position, changes in financial position, or cash flows of the County with accounting principles generally accepted in the United States of America (U.S. GAAP). The financial statements of the TDA Funds of the County have been prepared in conformity with U.S. GAAP as applied to governmental 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 Funds' accounting policies are described below.

**Financial Statements:** The Transportation Development Act (TDA) provides funding of public transportation through regional planning and programming agencies. Funds are allocated to the County through the county transportation planning agency, the Madera County Transportation Commission (MCTC). The TDA Funds account for the County's share of the TDA allocations, which are legally restricted for specific purposes as detailed in applicable sections of the Public Utilities Code.

**Fund Accounting:** The accounts of the TDA Funds are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental 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 consist of the following:

- **Special Revenue Funds** – The TDA Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

**Measurement Focus and Basis of Accounting:** The TDA Special Revenue Funds are reported using the "current financial resources" measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available, and expenditures are recognized when the fund liabilities are incurred. "Measurable" means the amount of the transaction can be determined, and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The County uses an availability period of 60 days. Revenues that are susceptible to accrual include local transportation fund allocations and investment earnings.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts, or earlier, if they meet the availability criteria.

The County contracts all bus services from Fresno Economic Opportunities Commission (Fresno EOC). This includes services in the Madera, Chowchilla, Bass Lake, Oakhurst, Ahwahnee, and Coarsegold areas. Fresno EOC operated four fixed route bus routes, as well as on-demand services marketed as the Eastern Madera County Senior Bus, the Medical Escort and Dial-A-Ride service (County areas around the cities of Madera & Chowchilla). The Fresno EOC contract includes fixed and variable rates (net of revenue collected). The bus services are available on various schedules, primarily Monday through Friday with some exceptions. The County Medical Escort service provides transportation between Oakhurst, North Fork, Madera and Fresno two days a week. Madera Dial-A-Ride service is provided Monday through Friday from 7:00am to 6:30pm, Saturday from 9:00am to 4:00pm, and on Sunday from 8:30am to 2:30pm. The agreement is a five-year agreement with two option years, funded with a combination of the TDA Funds, Federal Transit Administration section 5307 and 5311 funds, and fare revenue.

When both restricted and unrestricted resources are available for use, it is the TDA Funds' policy to use restricted resources first, and then unrestricted resources as they are needed.

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (continued)**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Grants: Grant revenues and amounts due from other governmental agencies are recorded when earned on grants that have been approved and funded by the grantor. Grant sources include Federal Transit Administration (FTA), State Transit Assistance (STA), Local Transportation Funds (LTF), Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA), and Transit System Safety, Security and Disaster Response Account (TSSSDRA) established pursuant to Proposition 1B approved by the voters of the State of California on November 7, 2006, and Measure T.

Due from Local Governmental Agencies: Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or from governmental agencies in the same fiscal year.

Fund Balance: In the fund financial statements, in accordance with GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, governmental funds report fund balance as nonspendable, restricted, committed, assigned, or unassigned based primarily on the extent to which the TDA Funds of the County is bound to honor constraints on how specific amounts can be spent. Fund balances are categorized as follows:

- *Nonspendable* – Amounts indicate the portion of fund balance which cannot be spent because they are either not in spendable form, such as prepaid items, inventories or loans receivable, or legally or contractually required to be maintained intact, such as the principal portion of an endowment. The TDA Funds did not have any nonspendable resources as of June 30, 2023.
- *Restricted* – Amounts indicate the portion of fund balance for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or by enabling legislation. The TDA Funds did not have any restricted resources as of June 30, 2023.
- *Committed* – Amounts indicate the portion of the fund balance that can be used only for specific purposes pursuant to constraints imposed by formal action of the highest level of decision-making authority (Board of Supervisors). These amounts cannot be used for any other purpose unless the Board of Supervisors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements. The TDA Funds did not have any committed resources as of June 30, 2023.
- *Assigned* – Amounts indicate the portion of fund balance that is constrained by the County's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the County Council or through the Board of Supervisors delegating this responsibility to the Finance Director through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except the General Fund. The TDA Funds did not have any assigned resources as of June 30, 2023.
- *Unassigned* – Amounts indicate the portion of fund balance that does not fall into one of the above categories. However, in governmental funds, if expenditures incurred for specific purposes exceed the amounts that are restricted, committed, or assigned for those purposes, it may be necessary to report a negative unassigned fund balance in that particular fund. The TDA Funds did not have any unassigned resources as of June 30, 2023.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the County's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the County's policy is to first apply committed fund balance, then assigned fund balance, then finally unassigned fund balance.

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (continued)**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Fund Balance (continued):

The County's Board of Supervisors establishes, modifies, or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is typically done through adoption of the budget and subsequent budget amendments that occur throughout the year.

Use of Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Governmental Accounting Standards Update: During the year ending June 30, 2023, the TDA Fund of the County implemented the following standards on the financial statements:

*GASB Statement No. 91 – Conduit Debt Obligations.* The requirements of this statement are effective for reporting periods beginning after December 15, 2020. Subsequent to issuance, GASB Statement No. 95 postponed the requirements of this statement to reporting periods beginning after December 15, 2021.

*GASB Statement No. 93 – Replacement of Interbank Offered Rates.* The requirements of this statement are effective for reporting periods beginning after June 15, 2021. Subsequent to issuance, GASB Statement No. 95 postponed the certain requirements of this statement to reporting periods beginning after June 15, 2022.

*GASB Statement No. 94 – Public-Private and Public-Public Partnerships and Availability Payment Arrangements.* The requirements of this statement are effective for reporting periods beginning after June 15, 2022.

*GASB Statement No. 96 – Subscription-Based Information Technology Arrangements.* The requirements of this statement are effective for reporting periods beginning after June 15, 2022.

Released GASB Statements to be implemented in future financial statements are as follows:

*GASB Statement No. 99 – Omnibus 2022.* The requirements of this statement are effective for reporting periods beginning after June 15, 2022. The requirement related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for reporting periods beginning after June 15, 2023.

*GASB Statement No. 100 – Accounting Changes and Error Corrections.* The requirements of this statement are effective for reporting periods beginning after June 15, 2023.

*GASB Statement No. 101 – Compensated Absences.* The requirements of this statement are effective for reporting periods beginning after December 15, 2023.

Subsequent Events: In compliance with accounting standards, management has evaluated events that have occurred after year-end to determine if these events are required to be disclosed in the financial statements. Management has determined that no events require disclosure in accordance with accounting standards. These subsequent events have been evaluated through May 16, 2024, which is the date the financial statements were available to be issued.

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (continued)**

**NOTE 2 – RESTRICTIONS**

Funds received pursuant to TDA Article 8 in Street Construction and Intermodal Building Operations Special Revenue Funds may only be used for local streets and roads and projects for use by pedestrians and bicycles.

Funds received pursuant to TDA Article 8c in the Local Transit Enterprise Fund may only be used to provide local public transportation services for transit contracts.

As outlined in Public Utilities Code (PUC) Section 9233, LTF funds are restricted for transit services, bicycle and pedestrian facilities and projects, transportation planning and programming, and street construction and maintenance projects.

**NOTE 3 – FARE RATIO**

The County is required to maintain a minimum fare revenue to operating expenses ratio of 15% in accordance with the Transportation Development Act. The calculation of the fare revenue ratios for the Madera County Connection are as follows for the years ended June 30, 2023 and 2022:

	<b>2023</b>	<b>2022</b>
Passenger fares	\$ 52,293	\$ 42,213
Total fares	<u>\$ 52,293</u>	<u>\$ 42,213</u>
Operating expenses	<u>\$ 2,206,185</u>	<u>\$ 1,674,539</u>
Fare revenue ratio	<u>2.37%</u>	<u>2.52%</u>

Although the County is required to maintain a fare revenue ratio of 15%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2023 and 2022.

**NOTE 4 – PROPOSITION 1B (PTMISEA)**

In November 2006, California voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, and for rolling stock procurement, rehabilitation, or replacement.

Proposition 1B activities during the years ended June 30, 2023 and 2022 were as follows:

	<b>2023</b>	<b>(restated) 2022</b>
Unspent PTMISEA Funds, beginning of year	\$ -	\$ -
Funds received	1,068,198	95,930
Funds used	<u>(1,068,198)</u>	<u>(95,930)</u>
Unspent PTMISEA Funds, end of year	<u>\$ -</u>	<u>\$ -</u>

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (continued)**

**NOTE 5 – CONTINGENCIES**

**Litigation:** There are several lawsuits and unresolved disputes involving the County or its employees in which the County is represented by the County counsel and outside counsel. However, in the opinion of the County counsel and outside counsel, these actions will not, in the aggregate, have a material adverse effect upon the operation or financial position of the TDA Funds.

**TDA Funds:** The TDA Funds are subject to program compliance audits by the grantors and their representatives. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

**NOTE 6 – PRIOR PERIOD RESTATEMENT**

A prior period restatement of \$76,055 was recorded to properly record transit facility improvements (non-operating) expenses that were incurred prior to the beginning of the fiscal year ended June 30, 2023, but were not recorded as of June 30, 2022. The adjustment increased intergovernmental receivable, accounts payable, PTMISEA distributions, and transit facility improvements (non-operating) expenses by \$76,055 as of June 30, 2022 as the total amount was incurred in the year ended June 30, 2022 but received and paid in the year ended June 30, 2023. The following table shows the changes in the restated financial statements:

	<b>Restated 2022</b>	<b>As Previously Recorded 2022</b>	<b>Change</b>
Intergovernmental receivable	\$ 3,046,594	\$ 2,970,539	\$ 76,055
Accounts payable	\$ 3,046,594	\$ 2,970,539	\$ 76,055
PTMISEA distributions	\$ 95,930	\$ 19,875	\$ 76,055
Transit facility improvements (non-operating)	\$ 95,930	\$ 19,875	\$ 76,055

	<b>Restated 2022</b>	<b>As Previously Recorded 2022</b>	<b>Change</b>
Total Assets	\$ 3,046,594	\$ 2,970,539	\$ 76,055
Total Liabilities	\$ 3,046,594	\$ 2,970,539	\$ 76,055
Total Liabilities and Fund Balance	\$ 3,046,594	\$ 2,970,539	\$ 76,055
Total Revenues	\$ 3,714,799	\$ 3,638,744	\$ 76,055
Total Expenditures	\$ 3,714,799	\$ 3,638,744	\$ 76,055



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

To the Board of Supervisors  
County of 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 (the TDA Funds) of the County of Madera, California (the County), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the TDA Funds of the County's basic financial statements, and have issued our report thereon dated May 16, 2024.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the TDA Funds' 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 TDA Funds' internal control. Accordingly, we do not express an opinion on the effectiveness of the TDA Funds' 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 TDA Funds' financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the 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. 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 one instance of noncompliance or other matters that are required to be reported under *Government Auditing Standards*, described in the accompanying schedule of findings and questioned costs as item 2023-001.

In connection with our audit referred to above, we also performed an audit for compliance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Madera County Transportation Commission, for the year ended June 30, 2023. In connection with our audit, we performed to the extent applicable, the compliance audit tasks set forth in Sections §6666 and §6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the *California Code of Regulations*. The results of performing the tasks specified above disclosed one instance of noncompliance with the applicable statutes, rules, regulations, of the Transportation Development Act, and the allocation instructions and resolutions of the Madera County Transportation Commission. In our opinion, the funds allocated to and received by the TDA Funds for the year ended June 30, 2023, pursuant to the Transportation Development Act, were accounted for and expended in conformance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Madera County Transportation Commission.

#### **The County's Response to Findings**

*Government Auditing Standards* requires the auditor to perform limited procedures on the County's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The County's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

#### **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 to express an opinion on the compliance of the TDA Funds with the Transportation Development Act, the *California Code of Regulations*, and the allocation instructions and resolutions of the Madera County Transportation Commission, and not to provide an opinion on the effectiveness of the TDA Funds' internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the TDA Funds' internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

HHC, INC.



Fresno, California  
May 16, 2024

COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
FOR THE YEAR ENDED JUNE 30, 2023

SECTION I - SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of auditors' report issued:	Unmodified		
Internal control over financial reporting:			
Material weakness identified?	_____ Yes	_____ X _____ No	
Significant deficiencies identified that are not considered to be material weaknesses?	_____ Yes	_____ X _____ No	
Noncompliance material to financial statements noted?	_____ X _____ Yes	_____ _____ No	



**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS (continued)  
FOR THE YEAR ENDED JUNE 30, 2023**

**SECTION II – FINANCIAL STATEMENT FINDINGS**

**Finding 2023-001 – Late Submission of Certified Fiscal Audit:**

Criteria:

Pursuant to the California Public Utilities Code (PUC) Section 99245 and California Code of Regulations (CCRs), Title 21, Sections §6663 and §6664, “requires that each claimant expending transit funds submit a fiscal and compliance report issued by an independent auditor to the State Controller’s Office annually and within 180 days after the end of the fiscal year. The responsible entity (transportation planning agency, county transportation commission, or metropolitan transit development board) may grant an extension to the claimant of up to 90 days as it deems necessary. Except for the claimant’s first report, the report must also include the audited amounts for the fiscal year prior to the fiscal year audited. If a claimant has delinquent transit or audit reports, the responsible entity will suspend payments until the claimant’s audit report submissions are current.”

Condition:

The County has experienced significant delays in the preparation and issuance of the 2023 TDA financial statements as required under PUC Section 99245 and CCRs, Title 21, Sections §6663 and §6664.

Cause:

The County has experienced significant turnovers in key personnel in the County’s finance department in past years. When vacancies occur, information can be lost and as individuals are getting up to speed, some processes may not be fully executed if they are manual and not fully embedded into an automated system. Staff had to take on additional responsibilities and did not have sufficient resources to review and reconcile the sub-ledger to the general ledger in a timely manner.

Effect:

Delays in processing year-end closing procedures caused the financial statements release to be delayed. In addition, the County is neither in compliance with PUC and CCRs, nor is it meeting its current demands for external financial reporting.

Recommendation:

The Auditor-Controller department should look at increasing the number of experienced finance staff to help facilitate year-end closing processes and the preparation of its basic financial statements. Because the basic financial statements are the responsibility of the County, it is in its best interest to closely monitor the accounting process to ensure that financial position and operating results are accurately and timely reported. The following steps could be used to avoid future delays:

- Assign additional qualified accounting personnel to help process complex transactions;
- Identify critical due dates and develop a listing of assignment, including department coordinated items, based on available resources to meet those deadlines;
- Hold periodic meetings to monitor the progress of assignments and responsibilities; and
- Conduct management reviews of financial statements and audit schedules prior to presenting them to the auditors.

Management Response:

County management concurs with the comments and recommendations. The Auditor-Controller’s office is regularly attempting to obtain and retain a full complement of experienced finance and accounting staff, within normal budgetary constraints. This was difficult in the fiscal years 2022 and 2023. With our current staffing level, we will perform the last three steps recommended above.

**COUNTY OF MADERA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SUMMARY SCHEDULE OF PRIOR YEAR AUDIT FINDINGS  
FOR THE YEAR ENDED JUNE 30, 2022**

**SECTION II – FINANCIAL STATEMENT FINDINGS**

**Finding 2022-001 – Late Submission of Certified Fiscal Audit:**

Criteria:

Pursuant to the California Public Utilities Code (PUC) Section 99245 and California Code of Regulations (CCRs), Title 21, Sections §6663 and §6664, “requires that each claimant expending transit funds submit a fiscal and compliance report issued by an independent auditor to the State Controller’s Office annually and within 180 days after the end of the fiscal year. The responsible entity (transportation planning agency, county transportation commission, or metropolitan transit development board) may grant an extension to the claimant of up to 90 days as it deems necessary. Except for the claimant’s first report, the report must also include the audited amounts for the fiscal year prior to the fiscal year audited. If a claimant has delinquent transit or audit reports, the responsible entity will suspend payments until the claimant’s audit report submissions are current.”

Condition:

The County has experienced significant delays in the preparation and issuance of the 2022 TDA financial statements as required under PUC Section 99245 and CCRs, Title 21, Sections §6663 and §6664.

Cause:

The County has experienced significant turnovers in key personnel in the County’s finance department in past years. When vacancies occur, information can be lost and as individuals are getting up to speed, some processes may not be fully executed if they are manual and not fully embedded into an automated system. Staff had to take on additional responsibilities and did not have sufficient resources to review and reconcile the sub-ledger to the general ledger in a timely manner.

Effect:

Delays in processing year-end closing procedures caused the financial statements release to be delayed. In addition, the County is neither in compliance with PUC and CCRs, nor is it meeting its current demands for external financial reporting.

Recommendation:

The Auditor-Controller department should look at increasing the number of experienced finance staff to help facilitate year-end closing processes and the preparation of its basic financial statements. Because the basic financial statements are the responsibility of the County, it is in its best interest to closely monitor the accounting process to ensure that financial position and operating results are accurately and timely reported. The following steps could be used to avoid future delays:

- Assign additional qualified accounting personnel to help process complex transactions;
- Identify critical due dates and develop a listing of assignment, including department coordinated items, based on available resources to meet those deadlines;
- Hold periodic meetings to monitor the progress of assignments and responsibilities; and
- Conduct management reviews of financial statements and audit schedules prior to presenting them to the auditors.

Management Response:

County management concurs with the comments and recommendations. The Auditor-Controller’s office is regularly attempting to obtain and retain a full complement of experienced finance and accounting staff, within normal budgetary constraints. This was difficult for us in late 2022 and early 2023. With our current staffing level, we will perform the last three steps recommended above.

Current Year Status:

See Finding 2023-001.



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 7-C

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

**SUBJECT:**

Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 24-06 and STA Resolution 24-07; and State of Good Repair (SGR)

**Enclosure:** Yes

**Action:** Approve TDA Fund Estimates and Apportionment, Resolutions 24-06 and 24-07, and State of Good Repair

**SUMMARY:**

MCTC releases preliminary TDA apportionment estimates in February of each year to provide timely budget information for the City of Madera, City of Chowchilla, and County of Madera. The State has released the population estimates for California cities and counties. Included in your package is the final TDA apportionment that reflects the population changes.

**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 2024-25 is **\$6,995,626**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year plus \$750,000 of unapportioned excess revenues. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

**State Transit Assistance (STA):** Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2024-25, there is \$931,305,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for the Madera County Region is **\$1,953,407**. Please note that a revised estimate will be released by the State Controller during August 2024.

**State of Good Repair (SGR):** Pursuant to the Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For the fiscal year 2024-25, there is \$129,399,000 budgeted according to the most

current information from the State Controller's Office. The SGR allocation estimate for the Madera County Region is **\$271,390**. Please note that a revised estimate will be released by the State Controller during August 2024.

**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  
**APPORTIONMENT OF FY 2024-25  
LOCAL TRANSPORTATION FUND**

Resolution No.: **24-06**

**WHEREAS,** the Madera County Transportation Commission (MCTC) is empowered to apportion and allocate the Local Transportation Fund; and

**WHEREAS,** the County Auditor, per Section 6620 of the California Administrative Code, has estimated that \$6,995,626 will be available for Fiscal Year 2024-25; and

**WHEREAS,** \$125,000 of these moneys is necessary for administration of the Transportation Development Act, and

**WHEREAS,** the Local Agencies have agreed that 2% of the Local Transportation Fund be allocated to the Bicycle and Pedestrian Fund per Section 99234; and an allocation for County-wide pedestrian and bicycle facilities is to be made in this fiscal year per Section 99234; and

**WHEREAS,** that the Bicycle and Pedestrian Funds will then be apportioned and allocated to each Local Agency based upon its proportionate share of Madera County population per Department of Finance estimates; and

**WHEREAS,** the Local Agencies have agreed to a MCTC expenditure of \$206,119 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

**WHEREAS,** the County of Madera has entered into an agreement, Agreement No. 5686-C-96) - May 21, 1996, with the City of Chowchilla for annexation of State Prison Facilities to the City of Chowchilla, per A.B. No. 1997 – an act to add Section 56111.12 to the Government Code, and to amend Section 99231 of the Public Utilities Code, relating to annexation, and declaring the urgency thereof, to take effect immediately; and

**WHEREAS,** Agreement No. 5686-C-96 states the County of Madera and the City of Chowchilla agree that the County shall be entitled to receive from Chowchilla a sum equal to the sum of the revenues from all existing revenue sources attributable to the prison territory, including, but not necessarily limited to, Transportation Development Act Funds, Measure “T” Sales and Use Tax Ordinance Funds, federal funds, and Sales and Use Tax Revenues generated from taxable sales and uses within the prison territory; and

**WHEREAS,** the California Department of Finance has provided information that the January 31, 2024 population housed in the two state prison facilities is 5,330; and

**WHEREAS,** the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E-1) population report dated May 1, 2024, adjustments are as follows:

### Calculation of Madera County and City of Chowchilla

#### Population per 05/01/24 DOF

	DOF(E-1) Population 05/01/24	DOF Prison Population	Adjusted Populations
Chowchilla	18,930	(5,330)	13,600
County	73,838	5,330	79,168

**NOW, THEREFORE, LET IT BE RESOLVED,** that the Madera County Transportation Commission makes the following apportionments from the remaining \$6,870,626:

Member	DOF Population 05/01/24	Percent	Available for Allocation	2% Article 3 Bicycle & Pedestrian	3% RTPA Planning	Article 4, Article 8
Chowchilla	13,600	8.536%	\$ 586,466	\$ 11,729	\$ 17,594	\$ 557,143
Madera	66,560	41.775%	\$ 2,870,236	\$ 57,405	\$ 86,107	\$ 2,726,724
County	79,168	49.689%	\$ 3,413,924	\$ 68,278	\$102,418	\$ 3,243,228
Total	159,328	100.00%	\$ 6,870,626	\$ 137,412	\$206,119	\$ 6,527,095

**BE IT FURTHER RESOLVED,** that the County Auditor will disburse MCTC moneys on a reimbursement method, upon the filing of an appropriate claim form by one of the above listed agencies, and upon the signature endorsement of the Executive Director of the Madera County Transportation Commission, who is solely authorized to approve said reimbursement claims on behalf of the Commission.

The foregoing resolution was adopted this 29th day of May 2024 by the following vote:

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

\_\_\_\_\_  
Chairman, 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  
**APPORTIONMENT OF FY 2024-25  
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **24-07**

**WHEREAS,** the Mills-Alquist-Deddeh Act of 1979 established a State Transit Assistance Fund for each transportation planning agency in California; and

**WHEREAS,** the California State Legislature has allocated \$ 931,305,000 in 2024-25 for the State Transit Assistance Fund; and

**WHEREAS,** the 2024-25 estimate for the State Transit Assistance Fund is \$1,953,407 for Madera County; and

**WHEREAS,** the County of Madera, City of Madera, and City of Chowchilla expends Transportation Development Act Funds for various transportation purposes; and

**WHEREAS,** the County of Madera has entered into an agreement, Agreement No. 5686-C-96) - May 21, 1996, with the City of Chowchilla for annexation of State Prison Facilities to the City of Chowchilla, per A.B. No. 1997 – an act to add Section 56111.12 to the Government Code, and to amend Section 99231 of the Public Utilities Code, relating to annexation, and declaring the urgency thereof, to take effect immediately; and

**WHEREAS,** Agreement No. 5686-C-96 states the County of Madera and the City of Chowchilla agree that the County shall be entitled to receive from Chowchilla a sum equal to the sum of the revenues from all existing revenue sources attributable to the prison territory, including, but not necessarily limited to, Transportation Development Act Funds, federal funds, Measure “T” Sales and Use Tax Ordinance Funds, and Sales and Use Tax Revenues generated from taxable sales and uses within the prison territory; and

**WHEREAS,** the California Department of Finance has provided information that the January 31, 2024 population housed in the two state prison facilities is 5,330; and

**WHEREAS,** the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E-1) population report dated May 1, 2024, adjustments are as follows:



**Calculation of Madera County and City of Chowchilla**

**Population per 05/01/24 DOF**

	DOF(E-1) Population 05/01/24	DOF Prison Population	Adjusted Populations
Chowchilla	18,930	(5,330)	13,600
County	73,838	5,330	79,168

**WHEREAS,** the County of Madera, City of Chowchilla, and City of Madera have requests for 2024-25 allocations,

Member	DOF (E-1) Population 05/01/24	Percent		PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
Chowchilla	13,600	8.536%		\$161,426	\$42,873	\$204,299
Madera	66,560	41.775%		\$790,039	\$13,879	\$803,918
County	79,168	49.689%		\$939,690	\$5,500	\$945,190
Totals	159,328	100.00%		\$1,891,155	\$62,252	\$1,953,407

**BE IT FURTHER RESOLVED,** that the Madera County Transportation Commission will not accept claims from these three entities for transportation planning or mass transportation purposes unless the California State Legislature allocates funds to the State Transit Assistance fund.

The foregoing resolution was adopted this 29<sup>th</sup> day of May 2024 by the following vote:

Commissioner Gonzalez \_\_\_\_\_  
 Commissioner Gallegos \_\_\_\_\_  
 Commissioner Ahmed \_\_\_\_\_  
 Commissioner Poythress \_\_\_\_\_  
 Commissioner Rodriguez \_\_\_\_\_  
 Commissioner Rogers \_\_\_\_\_

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Chairman, Madera County Transportation Commission

---

Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of May 29, 2024

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

---

**SUBJECT:**

Focus on the Future 2024 Conference

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

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

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

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

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 9-B

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

---

**SUBJECT:**

HdL Newsletter – 4<sup>th</sup> Quarter 2023

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in the packet for your information is the 4<sup>th</sup> Quarter 2023 Measure T Newsletter from HdL. The newsletter provides a Measure T sales tax update for Madera County and statewide results for the corresponding period.

**FISCAL IMPACT:**

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

# MADERA COUNTY MEASURE T

## SALES TAX UPDATE

### 4Q 2023 (OCTOBER - DECEMBER)



MADERA COUNTY MEASURE T

TOTAL: \$ 3,987,647

-1.5%

4Q2023



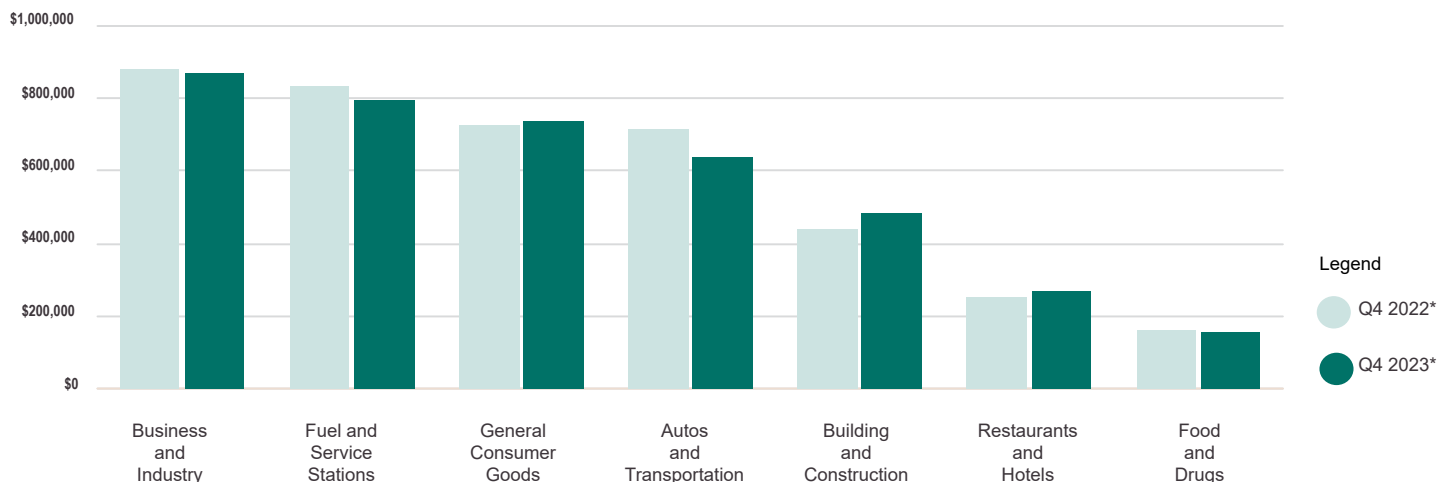
-2.5%

STATE



\*Allocation aberrations have been adjusted to reflect sales activity

### SALES TAX BY MAJOR BUSINESS GROUP



## MADERA COUNTY MEASURE T HIGHLIGHTS

Measure T's receipts from October through December were 5.8% below the fourth sales period in 2022. Excluding reporting aberrations, including late and missing payments, receipts for the period were down 1.5%.

This period's results extended the slide in spending on transportation needs to a fifth

straight quarter. Some of the decline is due to falling vehicle prices. Meanwhile, taxes derived from fuel sales were lower due to the extended decline in prices, but the lack of snow in the high country cut demand as tourism numbers dipped. The drop in tourism also cut into food-drug sales for outlets in the higher elevations.

The demand for new equipment by the Ag community was high this time last year, but demand this period fell below that of two years ago.

There were a number of growth areas this period, which helped offset some of these declines. For example, construction activity rose again. Roof repairs, paving and hardscape projects generated the largest increases, which were augmented by several one-time sales. Restaurant sales were also up this quarter, with mixed results across the various dining formats. Finally, online sales of general consumer goods offset the drop in sales at brick and mortar locations. The dip in tourism was a factor in the sales decline, especially for outlets in the mountain areas.

Net of aberrations, taxable sales for all of Madera County were 0.3% under those from the comparable period while those of the San Joaquin Valley region were up 1.6%.

## TOP NON-CONFIDENTIAL BUSINESS TYPES

Madera County Measure T			HdL State	
Business Type	Q4 '23*	Change	Change	
Service Stations	667.6	-3.6% ↓	-4.9% ↓	
New Motor Vehicle Dealers	344.5	-13.9% ↓	-7.7% ↓	
General Merchandise	257.8	12.1% ↑	12.0% ↑	
Contractors	252.7	20.9% ↑	1.3% ↑	
Building Materials	184.9	-1.5% ↓	-2.0% ↓	
Used Automotive Dealers	127.2	-5.3% ↓	-2.8% ↓	
Light Industrial/Printers	125.9	19.6% ↑	-6.4% ↓	
Quick-Service Restaurants	124.1	5.4% ↑	0.3% ↑	
Discount Dept Stores	119.0	-1.1% ↓	-1.5% ↓	
Petroleum Prod/Equipment	117.5	-7.6% ↓	-9.5% ↓	

\*Allocation aberrations have been adjusted to reflect sales activity

\*In thousands of dollars



## STATEWIDE RESULTS

California's local one cent sales and use tax receipts during the months of October through December were 2.5% lower than the same quarter one year ago after adjusting for accounting anomalies. The fourth quarter is notably the highest sales tax generating quarter of the year and exhibited diminished year-over-year returns as consumers balanced higher prices and financing costs with essential household needs.

Higher interest rates impacted the auto-transportation sector, especially luxury vehicles, as the group dropped 6.2%. Inventories for many dealers returned, creating downward pressure on prices, further constraining receipts. Lenders have tightened credit standards, making loan financing challenging. Improved leasing activity was the lone bright spot. With slow movement expected by the Federal Treasury setting interest rate policy, future revenue growth may stagnate.

Fuel and service stations contributed a similar downturn, as lower fuel prices reduced receipts from gas stations and petroleum providers. While this

has been the trend throughout 2023, recently global crude oil prices have been on the rise and should see growth in the coming year. This decline also impacted the general consumer goods category as those retailers selling fuel experienced a similar drop.

During this holiday shopping period, general consumer goods experienced lackluster sales as results pulled back 3.4%. Most sectors saw reductions with home furnishings, women's apparel, shoe and electronic-appliance stores being the most significant. Returns also marked the fourth consecutive quarter showing comparable declines. Similar to the anticipated trend of new vehicles, consumer spending may be sluggish in the near term.

Even though revenue from most major sectors slowed, restaurant sales remained steady with a modest gain of 1.0%. Results from casual dining establishments grew during the early winter period as patrons enjoyed indoor dining. However, following the greater trend of consumers looking for value, fine dining eateries experienced lower receipts. The industry

is still bracing for implementation of AB 1228, a new law increasing minimum wages for 'fast food restaurants', on April 1, 2024.

Use taxes remitted via the countywide pools grew 1.0%, marking the first positive rebound after four consecutive quarters of decline. While overall online sales volume is steady, pool collections contracted with more taxes allocated directly to local agencies via in-state fulfillment and through existing retail outlets.

Statewide, calendar year 2023 ended with a 2.3% decline from 2022. Elevated inflation and interest rates led to higher cost of goods resulting in consumers not spending as much as they had prior. Following multiple years of post-pandemic tax growth assisted by federal tax policy and temporary workplace accommodations, consumers reassessed their economic conditions and limited purchases. As the Federal Reserve considers delaying softening rates, consumer spending could likely stagnate delaying a return to the normal historical growth trend in 2024.

## MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 4th Quarter 2022 \*

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
<b>Fresno Co.</b>	-3.9%	2.0%	-6.7%	-6.5%	-6.5%	-4.1%	0.9%
<b>Kern Co.</b>	-5.8%	-4.0%	15.0%	-8.6%	-10.6%	-5.3%	0.3%
<b>Kings Co.</b>	-1.3%	-5.9%	-25.9%	-10.5%	-5.6%	-3.6%	-0.4%
<b>Madera Co.</b>	-6.5%	1.3%	5.5%	-4.2%	-4.0%	-2.5%	5.6%
<b>Merced Co.</b>	-4.0%	-1.0%	19.9%	-5.9%	-1.3%	-1.6%	3.6%
<b>San Joaquin Co.</b>	4.1%	1.7%	6.2%	-4.3%	3.2%	-2.6%	1.6%
<b>Stanislaus Co.</b>	-0.8%	3.3%	7.8%	-6.0%	-7.7%	-3.5%	1.0%
<b>Tulare Co.</b>	-6.0%	-1.5%	-2.7%	-2.1%	-4.3%	-0.4%	1.3%

\*Allocation aberrations have been adjusted to reflect sales activity



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 9-C

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

---

**SUBJECT:**

Measure "T" Fund Compliance Audit Reports for FY ending June 30, 2023: City of Madera and County of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Reports for FY ending June 30, 2023: City of Madera and County of Madera

**SUMMARY:**

Measure "T" Fund Compliance Audit Reports for FY ending June 30, 2023 for the City of Madera and County of Madera:

1. MCTC has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2023, for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by The Pun Group.

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

2. MCTC has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2023, for the County of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by HHC Inc.

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 Madera Measure “T” Sales Tax Fund**

Madera, California

## **Independent Auditors’ Reports and Financial Statements**

*For the Year Ended June 30, 2023*





**City of Madera**  
**Measure “T” Sales Tax Fund**  
**For the Year Ended June 30, 2023**

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200 E. Sandpointe Avenue, Suite 600  
Santa Ana, California 92707



## INDEPENDENT AUDITORS' REPORT

[www.pungroup.cpa](http://www.pungroup.cpa)



To the Honorable Mayor and Members  
of the City Council of the City of Madera  
Madera, California

### Report on the Audit of the Financial Statements

#### *Opinion*

We have audited the accompanying financial statements of the Measure “T” Sales Tax Fund (the “Measure “T” Sales Tax Fund”) of the City of Madera, California (the “City”), as of and for the year ended June 30, 2023, and the related notes to the 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” Sales Tax Fund of the City as of June 30, 2023, 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 Opinion*

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 Auditors’ 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 opinion.

#### *Emphasis of Matter*

As discussed in Note 1, the financial statements present only the Measure “T” Sales Tax Fund and do not purport to, and do not, present fairly the financial position of the City as of June 30, 2023, the change in financial position, or, where applicable, its cash flows, for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

#### *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 Measure “T” Sales Tax Fund’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.



To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California  
Page 2

***Auditors' 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 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 auditing standards generally accepted in the United States of America 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 of the Measure "T" Sales Tax Fund. 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 Measure "T" Sales Tax Fund's ability to continue as a going concern for a reasonable period of time.

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

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the Budgetary Comparison Schedules, as listed in the accompanying table of contents, be presented to supplement the basic financial statements. Such 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. 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.

To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California  
Page 3

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 are not affected by this missing information.

***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Measure “T” Sales Tax Fund financial statements. The Balance Sheet by Funding Source and the Schedule of Revenues, Expenditures and Changes in Fund Balance by Funding Source 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, Expenditures and Changes in Fund Balance 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 March 28, 2024, 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 Measure “T” Sales Tax Fund’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 Measure “T” Sales Tax Fund’s internal control over financial reporting and compliance.

*The PwC Group, LLP*

Walnut Creek, California  
March 28, 2024

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**FINANCIAL STATEMENTS**

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**City of Madera**  
**Measure "T" Sales Tax Fund**  
**Balance Sheet**  
**June 30, 2023**

---

	Measure "T" Fund
<b>ASSETS</b>	
Cash and investments	\$ 14,321,143
Intergovernmental receivable	<u>1,667,785</u>
<b>Total assets</b>	<b><u>\$ 15,988,928</u></b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>	
<b>Liabilities:</b>	
Accounts payable	\$ 10,753
<b>Total liabilities</b>	<u>10,753</u>
<b>Deferred inflows of resources:</b>	
Unavailable revenue	<u>1,667,785</u>
<b>Total deferred inflows of resources</b>	<u>1,667,785</u>
<b>Fund Balance:</b>	
Restricted	<u>14,310,390</u>
<b>Total fund balance</b>	<u>14,310,390</u>
<b>Total liabilities, deferred inflows of resources, and fund balance</b>	<b><u>\$ 15,988,928</u></b>

**City of Madera**  
**Measure "T" Sales Tax Fund**  
**Statement of Revenues, Expenditures, and Changes in Fund Balance**  
**For the Year Ended June 30, 2023**

	Measure "T" Fund
<b>REVENUES:</b>	
Measure "T" sales tax	\$ 2,312,989
Investment income	277,586
<b>Total revenues</b>	2,590,575
<b>EXPENDITURES:</b>	
Current:	
Public ways and facilities	2,578
Capital outlay	218,651
<b>Total expenditures</b>	221,229
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	2,369,346
<b>OTHER FINANCING SOURCES (USES):</b>	
Transfers out	(897,474)
<b>Total other financing sources (uses)</b>	(897,474)
<b>NET CHANGES IN FUND BALANCE</b>	1,471,872
<b>FUND BALANCE:</b>	
Beginning of year	12,838,518
End of year	\$ 14,310,390

**NOTES TO THE FINANCIAL STATEMENTS**

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**City of Madera**  
**Measure "T" Sales Tax Fund**  
**Index to the Notes to the Financial Statements**  
**For the Year Ended June 30, 2023**

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4	Restrictions	16
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**City of Madera**  
**Measure “T” Sales Tax Fund**  
**Notes to the Financial Statements**  
**For the Year Ended June 30, 2023**

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**Note 1 – Summary of Significant Accounting Policies**

***The Reporting Entity***

The Measure “T” Sales Tax Program (“Measure “T””) is administered by the Madera County Transportation Authority (the “Authority”) was created by the approval of Measure “T” by the voters of Madera County, California (the “County”) in November 2006. Measure “T” authorized the imposition of a one half percent (1/2%) retail transaction and use tax (“sales tax”) in the County for 20 years through the year 2027. The proceeds from Measure “T” are principally reserved for regional projects, local transportation, public transportation, and environmental enhancement. The sales tax revenues received by the Authority under Measure “T”, after deducting certain administrative costs, are to be spent for programs as set forth in the investment plan included in Measure “T” and approved by the voters of the County.

The primary elements of the Measure T Program consist of the following:

Commuter Corridor/Farm to Market Program (Regional Transportation Program) – authorizes major new projects to improve freeway interchanges, adds additional lanes, increases safety as determined by the local jurisdictions, and improves and reconstructs major commuter corridors.

Safe Routes to Schools and Jobs Program (Local Transportation Program) – goal of this program is to improve each individual City’s and the County’s local transportation systems.

Transit Enhancement Program (Public Transportation Program) – 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.

Environmental Enhancement Program – goal of this program is to improve air quality and the environment through four programs: environmental mitigation, air quality, bicycle/pedestrian facilities, and car/van pools.

Administration and Planning Program – funding is provided to the Authority to prepare investment plan updates, develop allocation program requirements, and administer and conduct specified activities identified in the other four programs.

The financial statements of the Measure “T” Sales Tax Fund (the “Measure “T” Sales Tax Fund”), a Special Revenue Fund of the City of Madera, California (the “City”) have been prepared in conformity with accounting principles generally accepted of the United States of America (“U.S. GAAP”) as applied to governmental 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” Sales Tax Fund’s accounting policies are described below.

***Financial Statements***

The Measure “T” enabling legislation provides funding of highway and streets projects. Funds are allocated to the City through the county transportation planning agency, the Madera County Transportation Authority. The Measure “T” Sales Tax Funds account for the City’s share of the Measure “T” sales tax allocations, which are legally restricted for specific purposes as detailed in Section 99245 of the Public Utilities Code.

The accompanying financial statements present only the Measure “T” Sales Tax Fund of the City and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City in conformity with U.S. GAAP.

**City of Madera**  
**Measure “T” Sales Tax Fund**  
**Notes to the Financial Statements (Continued)**  
**For the Year Ended June 30, 2023**

---

**Note 1 – Summary of Significant Accounting Policies (Continued)**

***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 with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental 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 Measure “T” Sales Tax Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes.

***Measurement Focus and Basis of Accounting***

The **Measure “T” Sales Tax Fund** is reported using “*current financial resources*” measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available and expenditures are recognized when the fund liabilities are incurred. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The City uses an availability period of 60 days. Revenues that are susceptible to accrual include Measure “T” sales tax allocations and investment earnings. Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

***Cash and Cash Equivalents***

The cash is held by the Measure “T” Sales Tax Fund as part of the City’s pooled cash and investments. The pooled funds are invested in accordance with the City’s investment policy established pursuant to state law. All monies not required for immediate expenses are invested or deposited to earn maximum yield consistent with safety and liquidity. Interest earnings is allocated to the fund based on its proportionate share of the pool. Refer to the City’s Basic Financial Statements for disclosures of cash and investments and related risk categorization.

***Deferred Outflows/Inflows of Resources***

In addition to assets, the balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. The Measure “T” Sales Tax Fund has no items to report in this category.

In addition to liabilities, the Measure “T” Sales Tax Fund balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. The City has items that qualifies for reporting in this category that is related to unavailable revenue. 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 Measure “T” Sales Tax Fund had unavailable revenue in the amount of \$1,667,785 as of June 30, 2023.



**City of Madera**  
**Measure “T” Sales Tax Fund**  
**Notes to the Financial Statements (Continued)**  
**For the Year Ended June 30, 2023**

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**Note 1 – Summary of Significant Accounting Policies (Continued)**

***Fund Balances***

The Measure “T” Sales Tax Fund reports fund balance as nonspendable, restricted, committed, assigned, or unassigned based primarily on the extent to which the City is bound to honor constraints on how specific amounts can be spent. Fund balances are categorized as follows:

*Nonspendable* - This amount indicated the portion of funds balances which cannot be spent because they are either not in spendable form, such as prepaid items, inventories or loans receivable, or legally or contractually required to be maintained intact, such as the principal portion of an endowment.

*Restricted* - This amount indicates the portion of fund balances which has been restricted; a) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments; b) imposed by law through constitutional provisions or enabling legislation. The entire fund balance of the Measure “T” Sales Tax Fund is restricted as of June 30, 2023.

*Committed* - This amount indicates the portion of fund balances which can only be used for specific purposes pursuant to formal resolution or ordinance of the City Council.

*Assigned* - This amount indicates the portion of fund balances which is constrained by the City’s intent to be used for specific purpose, but is neither restricted nor committed. The City’s Finance Director is authorized to determine and define the amount of assigned fund balances.

*Unassigned* - This amount indicates the portion of fund balance that does not fall into one of the above categories.

The City Council establishes, modifies, or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is done through adoption of the budget and subsequent budget amendments that occur throughout the year.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the City’s policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the City’s policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.

***Use of Estimates***

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**Note 2 – Deposits in the City’s Pool**

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The balance of the Measure “T” Sales Tax Funds’ cash and investments, as of June 30, 2023 was \$14,321,143.

**City of Madera**  
**Measure “T” Sales Tax Fund**  
**Notes to the Financial Statements (Continued)**  
**For the Year Ended June 30, 2023**

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**Note 2 – Deposits in the City’s Pool (Continued)**

The Measure “T” Sales Tax Fund’s cash is deposited in the City’s internal investment pool, which is reported at fair value. The Measure “T” Sales Tax Fund does not own specifically identifiable securities in the City’s pool. The balance of cash deposited in the City’s pool was \$14,321,143 as of June 30, 2023.

Investments earnings is allocated based on average cash balances. Investment policies and associated risk factors applicable to the Measure “T” Sales Tax Fund are those of the City and are included in the City’s basic financial statements.

**Note 3 – Transfers**

For the year ended June 30, 2023, \$897,474 was transferred out of the Measure “T” Sales Tax Fund to the City’s General Fund’s Public Works Streets department to supplement qualifying street-related operating costs.

**Note 4 – Restrictions**

Funds received pursuant to the Measure “T” enabling legislation in the Measure “T” Sales Tax Fund may only be used for highways and streets.

**Note 5 – Contingencies**

The Measure “T” Sales Tax Funds are subject to program compliance audits by the grantors and their representatives. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

**REQUIRED SUPPLEMENTARY INFORMATION**  
**(Unaudited)**

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**City of Madera**  
**Measure “T” Sales Tax Fund**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Comparison Schedule**  
**For the Year Ended June 30, 2023**

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**Budgetary Information**

The City establishes annual budgets for the Measure “T” Sales Tax 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, the 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 accounting system and monitored by the Finance Department as well as by the department heads.
5. 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.
6. 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 Measure “T” Sales Tax Fund.

**City of Madera**  
**Measure "T" Sales Tax Fund**  
**Required Supplementary Information (Unaudited)**  
**Budgetary Comparison Schedule**  
**For the Year Ended June 30, 2023**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Favorable/ (Unfavorable)
	Original	Final		
<b>REVENUES:</b>				
Measure "T" sales tax	\$ 3,209,972	\$ 3,209,972	\$ 2,312,989	\$ (896,983)
Investment income	38,548	38,548	277,586	239,038
<b>Total revenues</b>	<b>3,248,520</b>	<b>3,248,520</b>	<b>2,590,575</b>	<b>(657,945)</b>
<b>EXPENDITURES:</b>				
Current:				
Public ways and facilities	1,800	1,800	2,578	
Capital outlay	2,878,386	2,953,393	218,651	2,734,742
<b>Total expenditures</b>	<b>2,880,186</b>	<b>2,955,193</b>	<b>221,229</b>	<b>2,733,964</b>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<b>368,334</b>	<b>293,327</b>	<b>2,369,346</b>	<b>2,076,019</b>
<b>OTHER FINANCING SOURCES (USES):</b>				
Transfers out	(897,474)	(897,474)	(897,474)	-
<b>Total other financing sources (uses)</b>	<b>(897,474)</b>	<b>(897,474)</b>	<b>(897,474)</b>	<b>-</b>
<b>Net change in fund balance</b>	<b>\$ (529,140)</b>	<b>\$ (604,147)</b>	<b>1,471,872</b>	<b>\$ 2,076,019</b>
<b>FUND BALANCE:</b>				
Beginning of year			12,838,518	
End of year			<b>\$ 14,310,390</b>	

**SUPPLEMENTARY INFORMATION**

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**City of Madera**  
**Measure "T" Sales Tax Fund**  
**Balance Sheet By Funding Source**  
**June 30, 2023**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>ASSETS</b>					
Cash and investments	\$ 10,687,372	\$ 2,618,769	\$ 708,138	\$ 306,864	\$ 14,321,143
Intergovernmental receivable	813,554	724,063	65,084	65,084	1,667,785
<b>Total assets</b>	<b>\$ 11,500,926</b>	<b>\$ 3,342,832</b>	<b>\$ 773,222</b>	<b>\$ 371,948</b>	<b>\$ 15,988,928</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>					
<b>Liabilities:</b>					
Accounts payable	\$ 10,044	\$ -	\$ (6)	\$ 715	\$ 10,753
<b>Total liabilities</b>	<b>10,044</b>	<b>-</b>	<b>(6)</b>	<b>715</b>	<b>10,753</b>
<b>Deferred inflows of resources:</b>					
Unavailable revenue	813,554	724,063	65,084	65,084	1,667,785
<b>Total deferred inflows of resources</b>	<b>813,554</b>	<b>724,063</b>	<b>65,084</b>	<b>65,084</b>	<b>1,667,785</b>
<b>Fund Balances:</b>					
Restricted	10,677,328	2,618,769	708,144	306,149	14,310,390
<b>Total fund balances</b>	<b>10,677,328</b>	<b>2,618,769</b>	<b>708,144</b>	<b>306,149</b>	<b>14,310,390</b>
<b>Total liabilities, deferred inflows of resources, and fund balances</b>	<b>\$ 11,500,926</b>	<b>\$ 3,342,832</b>	<b>\$ 773,222</b>	<b>\$ 371,948</b>	<b>\$ 15,988,928</b>

**City of Madera**  
**Measure "T" Sales Tax Fund**  
**Statement of Revenues, Expenditures, and Changes in Fund Balances By Funding Source**  
**For the Year Ended June 30, 2023**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>REVENUES:</b>					
Measure "T" sales tax	\$ 1,128,287	\$ 1,004,176	\$ 90,263	\$ 90,263	\$ 2,312,989
Investment income	206,246	52,123	13,388	5,829	277,586
<b>Total revenues</b>	<b>1,334,533</b>	<b>1,056,299</b>	<b>103,651</b>	<b>96,092</b>	<b>2,590,575</b>
<b>EXPENDITURES:</b>					
Current:					
Highways and streets	119,751	11,918	3,205	86,355	221,229
<b>Total expenditures</b>	<b>119,751</b>	<b>11,918</b>	<b>3,205</b>	<b>86,355</b>	<b>221,229</b>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	<b>1,214,782</b>	<b>1,044,381</b>	<b>100,446</b>	<b>9,737</b>	<b>2,369,346</b>
<b>OTHER FINANCING SOURCES (USES):</b>					
Transfers out	-	(897,474)	-	-	(897,474)
<b>Total other financing sources (uses)</b>	<b>-</b>	<b>(897,474)</b>	<b>-</b>	<b>-</b>	<b>(897,474)</b>
<b>NET CHANGES IN FUND BALANCES</b>	<b>1,214,782</b>	<b>146,907</b>	<b>100,446</b>	<b>9,737</b>	<b>1,471,872</b>
<b>FUND BALANCES:</b>					
Beginning of year	9,462,546	2,471,862	607,698	296,412	12,838,518
End of year	<b>\$ 10,677,328</b>	<b>\$ 2,618,769</b>	<b>\$ 708,144</b>	<b>\$ 306,149</b>	<b>\$ 14,310,390</b>

**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**

*Independent Auditors' Report*

To the Honorable Mayor and Members of the City Council  
of the City of Madera  
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" Sales Tax Special Revenue Fund (the "Measure "T" Sales Tax Fund") of the City of Madera, California (the "City"), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Measure "T" Sales Tax Fund financial statements, and have issued our report thereon dated March 28, 2024.

**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 it relates to the Measure "T" Sales Tax Fund, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's Measure "T" Sales Tax Fund financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified.

To the Honorable Mayor and Members of the City Council  
of the City of Madera  
Madera, California  
Page 2

### **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Measure “T” Sales Tax Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the Measure “T” Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Measure “T” Sales Tax Fund’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 Measure “T” Sales Tax Fund’s internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*The PwC Group, LLP*

Santa Ana, California  
March 28, 2024

**COUNTY OF MADERA  
MEASURE T FUND**

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**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITORS' REPORTS**

**FOR THE YEAR ENDED  
JUNE 30, 2023**

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## INDEPENDENT AUDITORS' REPORT

To the Board of Supervisors  
County of Madera, California

### Report on the Audit of the Financial Statements

#### *Opinions*

We have audited the accompanying financial statements of the Measure T Special Revenue Fund (the Measure T Fund) of the County of Madera, California (the County), as of and for the year ended June 30, 2023, and the related notes to the 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 County as of June 30, 2023, 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 Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the County, 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 present only the Measure T Fund and do not purport to, and do not, present fairly the financial position of the County as of June 30, 2023, the change in financial position, or, where applicable, its cash flows, for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinions are 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 Measure T Fund'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.

### ***Auditors' 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 auditors' 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 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, 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 County's internal control of the Measure T Fund. 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 Measure T Fund'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 the 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.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Measure T Fund financial statements. The Balance Sheet by Funding Source and the Schedule of Revenues, Expenditures, and Changes in Fund Balance by Funding Source 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, Expenditures, and Changes in Fund Balance 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 May 9, 2024, on our consideration of the County'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 Measure T Fund'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 Measure T Fund's internal control over financial reporting and compliance.

HHC, INC.

Handwritten signature in blue ink that reads "HHC, Inc." with a stylized, cursive font.

Fresno, California  
May 9, 2024

**COUNTY OF MADERA  
MEASURE T FUND  
BALANCE SHEET  
JUNE 30, 2023**

	<u>Measure T Fund</u>
<b>ASSETS</b>	
Cash and investments	\$ 14,361,833
Accounts receivable	354,000
Intergovernmental receivable	<u>956,475</u>
Total Assets	<u><u>\$ 15,672,308</u></u>
 <b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCE</b>	
Liabilities	
Advances from other funds	\$ 6,000,000
Due to the County	<u>460,897</u>
Total Liabilities	<u>6,460,897</u>
Deferred Inflows of Resources	
Unavailable revenue	<u>956,475</u>
Total Deferred Inflows of Resources	<u>956,475</u>
Fund Balance	
Restricted	<u>8,254,936</u>
Total Fund Balance	<u>8,254,936</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balance	<u><u>\$ 15,672,308</u></u>

The accompanying notes are an integral part of the financial statements.

**COUNTY OF MADERA  
MEASURE T FUND  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2023**

	Measure T Fund
<b>REVENUES</b>	
Measure T sales tax	\$ 4,112,811
Investment income	<u>151,999</u>
Total Revenues	<u>4,264,810</u>
<b>EXPENDITURES</b>	
Public ways and facilities:	
Highways and streets	<u>11,586,491</u>
Total Expenditures	<u>11,586,491</u>
Net Change in Fund Balance	(7,321,681)
Fund Balance, Beginning of Year	<u>15,576,617</u>
Fund Balance, End of Year	<u>\$ 8,254,936</u>

The accompanying notes are an integral part of the financial statements.

**COUNTY OF MADERA  
MEASURE T FUND  
NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Reporting Entity:** The Measure T Sales Tax Program (the Measure T Fund) is administered by the Madera County Transportation Authority (the Authority) and was created by the approval of the Measure T Fund by the voters of the County of Madera, California (the County) in November 2006. The Measure T Fund authorized the imposition of a one-half percent (1/2%) retail transaction and use tax (sales tax) in the County for 20 years through the year 2027. The proceeds from the Measure T Fund are principally reserved for regional projects, local transportation, public transportation, and environmental enhancement. The sales tax revenues received by the Authority under the Measure T Fund, after deducting certain administrative costs, are to be spent for programs as set forth in the investment plan included in the Measure T Fund and approved by the voters of the County.

The primary elements of the Measure T Fund consist of the following:

**Commute Corridor/Farm to Market Program (Regional Transportation Program)** – authorizes major new projects to improve freeway interchanges, adds additional lanes, increases safety as determined by the local jurisdictions, and improves and reconstructs major commute corridors.

**Safe Routes to Schools and Jobs Program (Local Transportation Program)** – goal of this program is to improve each individual County's local transportation systems.

**Transit Enhancement Program (Public Transportation Program)** – 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.

**Environmental Enhancement Program** – goal of this program is to improve air quality and the environment through four programs: environmental mitigation, air quality, bicycle/pedestrian facilities, and car/van pools.

**Administration and Planning Program** – funding is provided to the Authority to prepare investment plan updates, develop allocation program requirements, and administer and conduct specified activities identified in the other four programs.

The financial statements of the Measure T Fund, a special revenue fund of the County, have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to governmental 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.

**Financial Statements:** The Measure T enabling legislation provides funding of highway and street projects. Funds are allocated to the County through the county transportation planning agency, the Authority. The Measure T Fund accounts for the County's share of the Measure T sales tax allocations, which are legally restricted for specific purposes as detailed in Section 99245 of the Public Utilities Code.

The accompanying financial statements present only the Measure T Fund of the County and are not intended to present fairly the financial position, changes in financial position, or cash flows of the County as a whole in accordance with accounting principles generally accepted in the United States of America.

**Fund Accounting:** The accounts of the County are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental 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.

**COUNTY OF MADERA  
MEASURE T FUND  
NOTES TO THE FINANCIAL STATEMENTS (continued)**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Fund Accounting (continued):

The Measure T Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes.

Measurement Focus and Basis of Accounting: The Measure T Fund is reported using the “current financial resources” measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available, and expenditures are recognized when the fund liabilities are incurred. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The County uses an availability period of 60 days. Revenues that are susceptible to accrual include Measure T sales tax allocations and investment earnings. Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

Cash and Investments: The cash is held by the Measure T Fund as part of the County’s pooled cash and investments. The pooled funds are invested in accordance with the County’s investment policy established pursuant to state law. All monies not required for immediate expenses are invested or deposited to earn maximum yield consistent with safety and liquidity. Interest earnings are allocated to the fund based on its proportionate share of the pool. Refer to the County’s basic financial statements for disclosures of cash and investments and related risk categorization.

Accounts Receivable: The Measure T Fund utilizes the allowance method of accounting for and reporting uncollectible or doubtful accounts. At June 30, 2023, management considered all accounts to be fully collectible and, therefore, no allowance was recorded in the accompanying financial statements.

Deferred Outflows/Inflows of Resources: In addition to assets, the Measure T Fund balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expenditure) until then. The Measure T Fund has no items to report in this category.

In addition to liabilities, the Measure T Fund balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The County has items that qualify for reporting in this category that are related to unavailable revenue. Unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The County records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. As of June 30, 2023, the Measure T Fund had unavailable revenue in the amount of \$956,475.

Management’s Use of Estimates: The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions. These estimates and assumptions affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Accordingly, actual results could differ from these estimates.

**COUNTY OF MADERA  
MEASURE T FUND  
NOTES TO THE FINANCIAL STATEMENTS (continued)**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

**Fund Balance:** In the fund financial statements, in accordance with GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, governmental funds report fund balance as nonspendable, restricted, committed, assigned, or unassigned based primarily on the extent to which the Measure T Fund is bound to honor constraints on how specific amounts can be spent.

- *Nonspendable* – Amounts indicate the portion of fund balances which cannot be spent because they are either not in spendable form, such as prepaid items, inventories, or loans receivable, or legally or contractually required to be maintained intact, such as the principal portion of an endowment. The Measure T Fund did not have any nonspendable resources as of June 30, 2023.
- *Restricted* – Amounts indicate the portion of fund balances which have been restricted; a) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments; or b) imposed by law through constitutional provisions or enabling legislation. The Measure T Fund considers all of its resources to be restricted at June 30, 2023.
- *Committed* – Amounts indicate the portion of fund balances which are constrained to specific purposes by the Measure T Fund itself, using its highest level of decision-making authority (Board of Supervisors). To be reported as committed, amounts cannot be used for any other purpose unless the Board of Supervisors takes the same highest-level action to remove or change the constraint. The Measure T Fund did not have any committed resources as of June 30, 2023.
- *Assigned* – Amounts indicate the portion of fund balances which are constrained by the County’s intent to be used for a specific purpose but are neither restricted nor committed. The County’s Finance Director is authorized to determine and define the amount of assigned fund balances. The Measure T Fund did not have any assigned resources as of June 30, 2023.
- *Unassigned* – Amounts indicate the portion of fund balances that do not fall into one of the above categories. The Measure T Fund did not have any unassigned resources as of June 30, 2023.

The Board of Supervisors establishes, modifies, or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is done through adoption of the budget and subsequent budget amendments that occur throughout the year.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the County’s policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the County’s policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.

**Governmental Accounting Standards Update:** During the year ending June 30, 2023, the Measure T Fund implemented the following standards on the financial statements:

**GASB Statement No. 91 – *Conduit Debt Obligations*.** The requirements of this statement are effective for reporting periods beginning after December 15, 2020. Subsequent to issuance, GASB Statement No. 95 postponed the requirements of this statement to reporting periods beginning after December 15, 2021.

**GASB Statement No. 93 – *Replacement of Interbank Offered Rates*.** The requirements of this statement are effective for reporting periods beginning after June 15, 2021. Subsequent to issuance, GASB Statement No. 95 postponed the certain requirements of this statement to reporting periods beginning after June 15, 2022.

**GASB Statement No. 94 – *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*.** The requirements of this statement are effective for reporting periods beginning after June 15, 2022.

**GASB Statement No. 96 – *Subscription-Based Information Technology Arrangements*.** The requirements of this statement are effective for reporting periods beginning after June 15, 2022.



**COUNTY OF MADERA  
MEASURE T FUND  
NOTES TO THE FINANCIAL STATEMENTS (continued)**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Governmental Accounting Standards Update (continued):

Released GASB Statements to be implemented in future financial statements are as follows:

GASB Statement No. 99 – *Omnibus 2022*. The requirements of this statement are effective for reporting periods beginning after June 15, 2022. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for reporting periods beginning after June 15, 2023.

GASB Statement No. 100 – *Accounting Changes and Error Corrections*. The requirements of this statement are effective for reporting periods beginning after June 15, 2023.

GASB Statement No. 101 – *Compensated Absences*. The requirements of this statement are effective for reporting periods beginning after December 15, 2023.

Subsequent Events: In compliance with accounting standards, management has evaluated events that have occurred after year-end to determine if these events are required to be disclosed in the financial statements. Management has determined that no events require disclosure in accordance with accounting standards. These subsequent events have been evaluated through May 9, 2024, which is the date the financial statements were available to be issued.

**NOTE 2 – DEPOSITS IN THE COUNTY'S POOL**

The County has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. As of June 30, 2023, the balance of the Measure T Fund's cash and investments is \$14,361,833.

The Measure T Fund's cash is deposited in the County's internal investment pool, which is reported at fair value. The Measure T Fund does not own specifically identifiable securities in the County's pool. The balance of cash deposited in the County's pool was \$14,361,833 as of June 30, 2023.

Investment earnings are allocated based on average cash balances. Investment policies and associated risk factors applicable to the Measure T Fund are those of the County and are included in the County's basic financial statements.

**NOTE 3 – RESTRICTIONS**

Funds received pursuant to the Measure T enabling legislation in the Measure T Fund may only be used for highways and streets.

**NOTE 4 – COMMITMENTS AND CONTINGENCIES**

Commitments and contingencies, undeterminable in amount, include normal recurring pending claims and litigation. In the opinion of management, based upon discussion with legal counsel, there is no pending litigation which is likely to have a material adverse effect on the financial position of the Measure T Fund.

The Measure T Fund is subject to program compliance audits by the grantors and their representatives. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

**COUNTY OF MADERA  
MEASURE T FUND  
NOTES TO THE FINANCIAL STATEMENTS (continued)**

**NOTE 5 – DUE TO THE COUNTY**

As of June 30, 2023, the Measure T Fund owes the County in the amount of \$460,897 to cover reimbursements for a project paid for by other County funds.

**COUNTY OF MADERA  
MEASURE T FUND**

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**OTHER SUPPLEMENTARY INFORMATION**

**COUNTY OF MADERA  
MEASURE T FUND  
BALANCE SHEET BY FUNDING SOURCE  
JUNE 30, 2023**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>ASSETS</b>					
Cash and investments	\$ 5,420,096	\$ 8,496,476	\$ 141,702	\$ 303,559	\$14,361,833
Accounts receivable	354,000	-	-	-	354,000
Intergovernmental receivable	466,573	449,403	3,173	37,326	956,475
<b>Total Assets</b>	<b>\$ 6,240,669</b>	<b>\$ 8,945,879</b>	<b>\$ 144,875</b>	<b>\$ 340,885</b>	<b>\$15,672,308</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCE</b>					
Liabilities					
Advances from other funds	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 6,000,000
Due to the County	273,910	186,987	-	-	460,897
<b>Total Liabilities</b>	<b>6,273,910</b>	<b>186,987</b>	<b>-</b>	<b>-</b>	<b>6,460,897</b>
Deferred Inflows of Resources					
Unavailable revenue	466,573	449,403	3,173	37,326	956,475
<b>Total Deferred Inflows of Resources</b>	<b>466,573</b>	<b>449,403</b>	<b>3,173</b>	<b>37,326</b>	<b>956,475</b>
Fund Balance					
Restricted	(499,814)	8,309,489	141,702	303,559	8,254,936
<b>Total Fund Balance</b>	<b>(499,814)</b>	<b>8,309,489</b>	<b>141,702</b>	<b>303,559</b>	<b>8,254,936</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balance</b>	<b>\$ 6,240,669</b>	<b>\$ 8,945,879</b>	<b>\$ 144,875</b>	<b>\$ 340,885</b>	<b>\$15,672,308</b>

**COUNTY OF MADERA  
MEASURE T FUND  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE BY FUNDING SOURCE  
FOR THE YEAR ENDED JUNE 30, 2023**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>REVENUES</b>					
Measure T sales tax	\$ 2,187,567	\$ 1,766,091	\$ 12,468	\$ 146,685	\$ 4,112,811
Investment income	61,263	86,740	1,550	2,446	151,999
Total Revenues	<u>2,248,830</u>	<u>1,852,831</u>	<u>14,018</u>	<u>149,131</u>	<u>4,264,810</u>
<b>EXPENDITURES</b>					
Public ways and facilities: Highways and streets	<u>11,277,672</u>	<u>308,819</u>	<u>-</u>	<u>-</u>	<u>11,586,491</u>
Total Expenditures	<u>11,277,672</u>	<u>308,819</u>	<u>-</u>	<u>-</u>	<u>11,586,491</u>
Net Change in Fund Balance	(9,028,842)	1,544,012	14,018	149,131	(7,321,681)
Fund Balance, Beginning of Year	<u>8,529,028</u>	<u>6,765,477</u>	<u>127,684</u>	<u>154,428</u>	<u>15,576,617</u>
Fund Balance, End of Year	<u>\$ (499,814)</u>	<u>\$ 8,309,489</u>	<u>\$ 141,702</u>	<u>\$ 303,559</u>	<u>\$ 8,254,936</u>



**INDEPENDENT AUDITORS' 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 Supervisors  
County of 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 Special Revenue Fund (the Measure T Fund) of the County of Madera, California (the County), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Measure T Fund's basic financial statements, and have issued our report thereon dated May 9, 2024.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control), as it relates to the Measure T Fund, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control. Accordingly, we do not express an opinion on the effectiveness of the County's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the County's Measure T Fund financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Measure T Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the County were made in accordance with the Measure T Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Measure T Fund'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 Measure T Fund's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

HHC, INC.

Handwritten signature in blue ink that reads "HHC, Inc." with a stylized, cursive font.

Fresno, California  
May 9, 2024



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 9-D

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

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**SUBJECT:**

Measure "T" FY 2024-25 Allocation

**Enclosure:** Yes

**Action:** Approve FY 2024-25 Allocation

**SUMMARY:**

The 2024-25 Measure "T" Final Allocation is included in your package. The allocation provides a not to exceed budget allocation for each Measure "T" program for each agency. The annual revenue projection is calculated using current economic conditions and is allocated based on population estimates from the Department of Finance.

Staff has requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2024-25 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the next Board meeting.

**FISCAL IMPACT:**

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



# FY 2024-25 Measure T Allocation

Gross Allocation	16,200,000.00
Deductions	0.00
Net Allocation	<u>16,200,000.00</u>

Jurisdiction	Population <sup>1</sup>	Rate
County	79,168	49.689%
Madera	66,560	41.775%
Chowchilla	13,600	8.536%
	<u>159,328</u>	

Measure T Programs	Percent		County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
<b>Commute Corridors/Farm to Market</b>	<b>51.00%</b>	<b>\$ 8,262,000.00</b>				
Regional Streets and Highways Program	26.00%	\$ 4,212,000.00				\$ 4,212,000.00
Regional Rehab	25.00%	\$ 4,050,000.00	\$ 2,012,392.05	\$ 1,691,906.01	\$ 345,701.94	
<b>Safe Routes to School &amp; Jobs</b>	<b>44.00%</b>	<b>\$ 7,128,000.00</b>				
Street Maintenance	13.00%	\$ 2,106,000.00	\$ 1,046,443.86	\$ 879,791.13	\$ 179,765.01	
County Maintenance District, etc	8.75%	\$ 1,417,500.00	\$ 704,337.21	\$ 592,167.10	\$ 120,995.69	
Flexible <sup>2</sup>	21.75%	\$ 3,523,500.00	\$ 1,750,781.09	\$ 1,471,958.22	\$ 300,760.69	
ADA Compliance	0.50%	\$ 81,000.00	\$ 40,247.84	\$ 33,838.12	\$ 6,914.04	
<b>Transit Enhancement Program</b>	<b>2.00%</b>	<b>\$ 324,000.00</b>				
Madera County	0.909309%	\$ 147,308.00	\$ 147,308.00			
City of Madera	0.764483%	\$ 123,846.17		\$ 123,846.17		
City of Chowchilla	0.156209%	\$ 25,305.83			\$ 25,305.83	
ADA/Seniors/Paratransit	0.17%	\$ 27,540.00	\$ 13,684.27	\$ 11,504.96	\$ 2,350.77	
<b>Environmental Enhancement Program</b>	<b>2.00%</b>	<b>\$ 324,000.00</b>	\$ 160,991.37	\$ 135,352.48	\$ 27,656.15	
<b>Administration/Planning</b>	<b>1.00%</b>	<b>\$ 162,000.00</b>				\$ 162,000.00
<b>TOTAL</b>			<b>\$ 5,876,185.69</b>	<b>\$ 4,940,364.19</b>	<b>\$ 1,009,450.12</b>	<b>\$ 4,374,000.00</b>

1-The Population figures are based on 05/01/24 DOF figures.

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



**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 10-B

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

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**SUBJECT:**

Measure T Citizens' Oversight Committee Member Appointments

**Enclosure:** Yes

**Action:** Appoint Joe Moreno to serve as a member representing Supervisorial District 3 and appoint Russell Shaw to serve as a member representing Supervisorial District 5

**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's 3 and 5.

The Citizens' Oversight Selection Committee recommends Joe Moreno to represent Supervisorial District 3 and Russell Shaw to represent District 5.

**FISCAL IMPACT:**

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



# MEASURE T

Madera County Transportation Authority

## ***CITIZENS' OVERSIGHT COMMITTEE APPLICATION***

The Madera County Transportation Authority (Authority) maintains a standing Citizen Oversight Committee to provide citizen perspective, participation and involvement in the Authority's \$213 million voter-approved Measure T Investment Plan. The Committee is comprised of seven (7) members: five (5) represent each of the Madera County supervisorial districts in addition to two (2) "at-large" members.

COC members are appointed to serve for a four-year term without compensation. No member may serve for more than eight years. Meetings will be held at the MCTA office at 2001 Howard Road, Suite 201, Madera, CA.

There are currently two vacancies on the committee to fill a 4 year term:

- One member residing within District 3
- One member residing within District 5

**Please submit completed applications to the following staff:**

Measure T Oversight Committee  
 c/o Sandy Ebersole  
 Madera County Transportation Commission  
 2001 Howard Road, Suite 201  
 Madera, CA 93637  
 Email: [sandy@maderactc.org](mailto:sandy@maderactc.org)

Should applicants have any questions, please call Sandy Ebersole at (559) 675-0721

Additional information can be found on our [website](#).

Which supervisorial district do you live in?    1    2    3    4    5

(If uncertain, please see link below for a map of Districts)

<https://www.maderacounty.com/government/board-of-supervisors/current-supervisorial-district-map>

Name JOE MORENO

Address [Redacted]  
Street City Zip Code

Phone [Redacted]

E-mail [Redacted]

How many years have you lived in Madera County? 20

Briefly describe your interest in serving on the Measure "T" Citizens' Oversight Committee.

INTERESTING way of serving the community

List and briefly describe any participation in volunteer, community or professional organizations that are relevant to your candidacy for the Citizens' Oversight Committee.

NOT RELEVANT - But have volunteered ON County Supervisor's Campaign for Madera and Monterey County

Other comments:

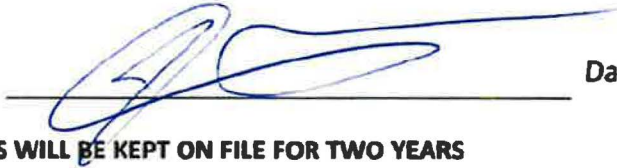
"Semper Fidelis"

By signing this application form I hereby certify that:

- 1) I am not an elected official at any level of government
- 2) I am not a public employee at any State, County or local city agencies
- 3) I will submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

I declare under penalty of perjury the above information is true and correct.

Applicant's  
Signature



Date



**APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS**



**CITIZENS' OVERSIGHT COMMITTEE APPLICATION**

The Madera County Transportation Authority (Authority) maintains a standing Citizen Oversight Committee to provide citizen perspective, participation and involvement in the Authority's \$213 million voter-approved Measure T Investment Plan. The Committee is comprised of seven (7) members: five (5) represent each of the Madera County supervisorial districts in addition to two (2) "at-large" members.

COC members are appointed to serve for a four-year term without compensation. No member may serve for more than eight years. Meetings will be held at the MCTA office at 2001 Howard Road, Suite 201, Madera, CA.

There is currently a vacancy on the committee to fill a 4 year term:

- One member-at-large residing within Madera County

**Please submit completed applications to the following staff:**

Measure T Oversight Committee  
 c/o Sandy Ebersole  
 Madera County Transportation Commission  
 2001 Howard Road, Suite 201  
 Madera, CA 93637  
 Email: [sandy@maderactc.org](mailto:sandy@maderactc.org)  
 FAX: (559) 675-9328

Should applicants have any questions, please call Sandy Ebersole at (559) 675-0721 ext. 14.

You may also view the Measure T webpage at: <http://www.maderactc.org/measure-t/>

Which supervisorial district do you live in?    1    2    3    4    5

(If uncertain, please see link below for a map of Districts)  
<https://www.maderacounty.com/government/board-of-supervisors/current-supervisorial-district-map>

*4/25/24*  
*[Signature]*



Name Russell Shaw

Address [Redacted] [Redacted] [Redacted]  
Street City Zip Code

Phone [Redacted]

E-mail [Redacted] Fax [Redacted]

How many years have you lived in Madera County? 46 years

Briefly describe your interest in serving on the Measure "T" Citizens' Oversight Committee.

I believe that the Measure T oversight is a vital role in securing and fostering the public's faith and confidence in the proper administration of their tax dollars allocated for the roadway system for the best public interest. The Measure T program is the means to benefit the public welfare with respect to traffic, transportation and circulation and the success of the program will nurture future voter acceptance of such measures to betterment of the County as a whole. Accordingly, I wish to serve as a personal way of contributing to the County where I have resided since my graduation from Fresno State in 1978.

List and briefly describe any participation in volunteer, community or professional organizations that are relevant to your candidacy for the Citizens' Oversight Committee.

I have been a past oversight committee member with the MCTC, and have been a member of other various committees with respect to Madera County , such as Water Oversight, Sewer District Oversight and Subdivision Ordinance oversight over the years. I believe I can sit on the committee for the District 5 constituency in a way that integrates the balanced needs of that district as well as the other districts in good faith and with fair consideration.

4/25/24  
2  
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Other comments:

Respectfully, I am a Accredited/Certified Planner, am licensed as a Contractor in General Building and Engineering, a Real Estate Broker and a Land Surveyor. Moreover, I have studied Accounting to the extent that I have enough education to pursue licensure as a CPA, but those studies were only for my personal educational enrichment and extended my skill-set offering to my clients in my consultation services business.

By signing this application form I hereby certify that:

- 1) I am a U.S. citizen 18 years of age or older who resides in Madera County
- 2) I am not an elected official at any level of government
- 3) I am not a public employee at any State, County or local city agencies
- 4) I will submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

I declare under penalty of perjury the above information is true and correct.

Applicant's  
Signature

*Ronald Lewis*

Date April 25, 2024

**APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS**

4/25/24  
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**STAFF REPORT**  
Board Meeting of May 29, 2024

**AGENDA ITEM:** 10-A

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

**SUBJECT:**

Measure T 2024 Draft Expenditure Plan

**Enclosure:** Yes

**Action:** (1) Circulate and request the local jurisdictions to consider approval of the Measure T 2024 Draft Expenditure Plan; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure

**SUMMARY:**

Measure T was approved by voters in November 2006. It established the Madera County 2006 Transportation Authority (MCTA) and authorized a ½ cent retail transaction and use tax for 20 years (between April 1, 2007, thru March 31, 2027) specifically to fund transportation projects and programs in the County. Measure T has generated over \$169 million to date and allowed the region to leverage an additional \$320 million in state and federal matching funds. It is expected to generate a total of \$219 million by its current sunset date in 2027. A renewal was attempted unsuccessfully in 2022. Recognizing the critical importance of this funding to the region, MCTA moved forward with a new approach for a renewal in 2024 through a public driven process facilitated by staff and DKS Associates.

The Measure T 2024 Expenditure Plan (“Plan”) was developed through a comprehensive public outreach program that asked residents to identify their priorities for future transportation programs and projects. The plan was developed by the Measure T Steering Committee which met between October 2023 and April of 2024. Four members from each supervisorial district were independently selected based on applications submitted. A series of meetings and a tour of the County were held from October through April 2024.

Outreach included but not limited to the following:

- Development of a Measure T website with all information relevant to past expenditures, plans, and impacts of Measure T on the County and the Cities of Chowchilla and Madera which was utilized by over 1,000 individuals.
- Over 30 meetings with community organizations and leaders representing diverse viewpoints.

- A series of nine Town Hall Public Meetings.
- Online engagement, including the use of a participatory budgeting tool to indicate support for proposed investments.
- Mailer to all County residents and businesses.
- Print ads in local newspapers promoting engagement opportunities.
- Social media ads and posts promoting engagement opportunities.

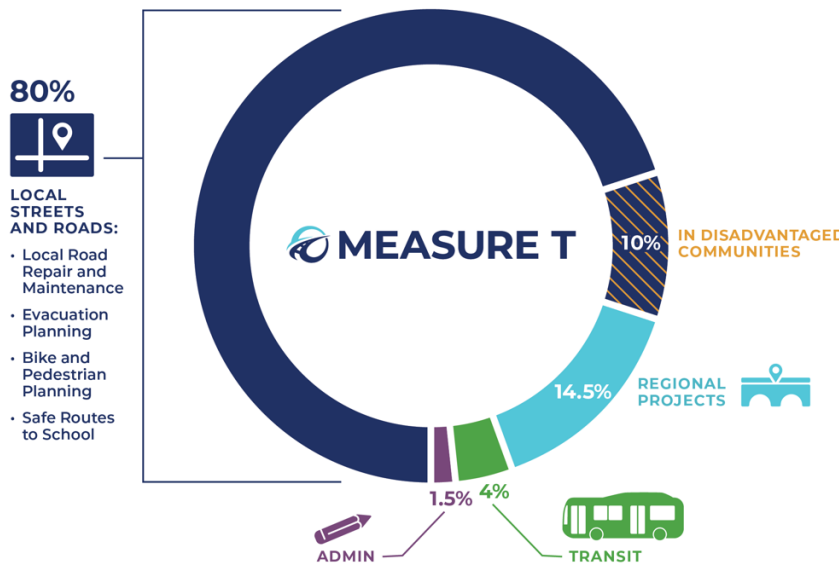
Additionally, two statistically valid telephone polls of all County residents were conducted. This information was provided to the steering committee and was used as the foundation for the discussion as to how to move forward with a new plan. Each poll was previously presented to the Board to review results.

### Measure Specifics

The Measure T Steering Committee voted unanimously at its April 23, 2024, meeting to submit this proposed plan for the Board’s approval. The entire plan is attached for your review and reference. Highlights include the following specifics:

- Sunset to occur after 20 years.
- Generate approximately \$22 million per year based on ½ cent sales tax for an estimated total of \$440 million throughout the measure’s lifetime.
- Allow local jurisdictions to continue to compete for State and Federal grants and leverage funds, thereby increasing revenues.
- Greater funding and transparency for the Citizens Oversight Committee (COC) to ensure projects and programs in the Plan are funded and/or completed.
- More aggressive outreach and education programs to encourage public participation in the development of Measure T Annual Work Plans.

### Revenue Allocation:



## **80% - Local Streets and Roads**

### **\$352 Million with \$35.2 Million for Disadvantaged Communities**

Recognizing that streets are the backbone of our transportation system, this Plan provides 80% of revenue to local cities and Madera County, distributed primarily based on population adjusted annually based on Census Data from the State Department of Finance.

Each agency will annually identify specific streets and roads that will be prioritized for repair and/or refurbishment and hold annual public meetings to review the proposed plan prior to adoption by the local agency and the MCTA board.

Each agency shall have the flexibility to allocate funds based on the unique needs of its communities to address:

- *Local Street and Road Maintenance*
- *Evacuation Planning*
- *Safe Routes to School*
- *Bike and Pedestrian/Active Transportation*

Ten-percent (10%) of the funds will be allocated specifically for disadvantaged communities. For purposes of this measure, MCTA will use screening from the US Climate and Economic Justice Screening tool (CEJST). The tool uses datasets as indicators of burdens. The burdens are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Agencies may also use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collector.

## **14.5% - Regional Projects**

### **\$63.8 Million**

These funds will be used for planning, project development, right-of-way, and/or construction of major corridor capital projects. Proposed regional projects may be at different stages of implementation. All proposed projects will have been included in the most recently adopted MCTC Regional Transportation Plan. Local agencies will submit projects for consideration by the MCTA Board.

## **4% - Transit Services**

### **\$17.6 Million**

Funds will be used for public transit operations, maintenance, and infrastructure improvements. They may also supplement local, state, and federal funds for cost of transit service. These funds will be allocated by population to public transit providers

to support or enhance public transit service throughout the region. This may include increasing frequency of service, identifying new routes, and/or investing in ride sharing services. These funds may be used for specialized need-based door-through-door transportation and other services for all residents including students, seniors, veterans, and persons with disabilities.

### **1.5% Administrative Expense Cap**

#### **\$6.6 Million**

These funds may be used for the following tasks:

- Contracting with an independent financial auditor to review all annual Measure T revenues and expenses.
- Contracting with any additional auditor, consultant, etc. to perform additional reviews as needed.
- Maintenance of a Measure T specific website which will include information regarding the actions of the COC and updates as to how Measure T funds were used by local agencies.
- Staffing and support for the COC, including agendas, staff reports, minutes, and financial statements.
- General public outreach and support to provide transparency regarding Measure T expenditures and work performed by the agency.
- An annual bilingual report to include investments made by each agency using Measure T funds, including specific projects, tasks, or work performed:
  - Including project status (completions, milestones)
  - Specific references to actual investments made by agency, by project, and by location.
- Any other required or necessary administrative task.
- Reimbursement for travel to and from COC meetings at the current Federal rate for mileage and public transit.
- Relevant training for members.

Expenditures on staff salaries, wages, benefits, and overhead necessary to administer the program will be limited to no more than one percent (1%) of the annual gross revenues provided by the measure.

#### **NEXT STEPS:**

The draft Expenditure Plan and proposed ordinance was released for public review and comment on Friday, May 24, 2024. Access to the draft documents can be found [here](#). The following is the anticipated schedule for process and adoption of the final documents.

Date(s)	Action
May 29, 2024	MCTA reviews and conceptually approves, by motion, the Expenditure Plan and sends it to Cities and County to approve and requests County ratify Authority extended term.
June 5, 2024	City of Madera Approves Expenditure Plan Resolution and Term Extension
June 11, 2024	County of Madera Approves Expenditure Plan Resolution and Term Extension
June 11, 2024	City of Chowchilla Approves Expenditure Plan Resolution and Term Extension
June 12, 2024	Special Meeting - MCTA 1st Reading of Ordinance Approving Expenditure Plan and Measure T Extension
June 19, 2024	Regular Meeting - MCTA 2nd Reading, Adopts Ordinance Approving Expenditure Plan and Measure T Extension [Need 2/3 vote of Board], and MCTA adopts Resolution requesting call for election and submitting ordinance to the Voters [Need 2/3 Vote of Board]
July 2, 2024	County of Madera Approves Resolution Calling for Election and confirming items
August 9, 2024	Last Day to File Resolution with Board of Supervisors/ Election Office Requesting Consolidation with the Election <i>88 days prior to election</i>
November 5, 2024	Election Day

**FISCAL IMPACT:**

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

## Measure T 2024

### DRAFT Expenditure Plan

Madera County voters are being asked to renew Measure T as a 20-year, ½ cent sales tax to continue to maintain and improve local streets and roads and the overall transportation systems.

The 2024 Measure T Expenditure Plan (“Plan”) was developed through a comprehensive public outreach program that asked residents to identify their priorities for future transportation programs and projects. The plan was developed by the Measure T Steering Committee which met between October 2023 and April of 2024. Four members from each supervisorial district were independently selected based on applications submitted.

Outreach included:

- Development of a Measure T website with all information relevant to past expenditures, plans, and impacts of Measure T on the County and the Cities of Chowchilla and Madera.
- Over 30 meetings with community organizations and leaders representing diverse viewpoints.
- A series of nine Town Hall Public Meetings.
- Online engagement, including the use of a participatory budgeting tool.
- Mailer to all County residents and businesses.
- Print ads in local newspapers promoting engagement opportunities.
- Social media ads and posts promoting engagement opportunities.

Additionally, two statistically valid telephone polls of all County residents were conducted. The Plan has been unanimously supported and approved by the Madera County Transportation Authority, the City of Chowchilla, the City of Madera, and the Madera County Board of Supervisors.

The renewal of Measure T will:

- Generate approximately \$22 million per year based on ½ cent sales tax for an estimated total of \$440 million throughout the measure’s lifetime.
- Be used for LOCAL projects and LOCAL priorities, prohibiting Sacramento from taking possession of these funds.
- Allow local jurisdictions to continue to compete for State and Federal grants and leverage funds, thereby increasing revenues.
- Deliver an Expenditure Plan with an **increased** emphasis on local streets and roads maintenance; and
- Include a Citizens Oversight Committee (COC) to ensure projects and programs in the Plan are funded and/or completed.

## The Expenditure Plan

### *Revenue Estimates and Distribution*

Over the 20-year plan, it is estimated that \$440 million will be generated for local transportation investments. The estimated \$440 million was calculated based on a five-year average of sales tax revenues throughout the county, which was then reduced to reflect a conservative estimate.

The estimated revenue and allocation among categories are based on the 2024 value of money and are not binding or controlling. Transportation sales tax funds shall be allocated based on the percentage of revenue received.

This funding will serve as an investment that will leverage future local, State, and Federal grant opportunities. Funds will be used for all phases of project implementation, including planning, environmental, permits, design, right-of-way, and/or construction capital and operations projects. State and Federal fund sources that may also be used to implement transportation projects and programs in the next decade include the State Regional Transportation Improvement Program (STIP), Inter-Regional Transportation Improvement Program (ITIP), Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law, [BIL]), Federal Congestion Mitigation Air Quality, Regional Surface Transportation Funds, and Local Funding (e.g., developer fees, general funds, and Transportation Development Act funds).

All revenue estimates and allocations in this Plan are for illustrative purposes. Actual net revenues may fall above or below the projections in the Expenditure Plan; therefore, actual revenue allocations to each category will be based on the percentages contained herein.

*No revenue generated from this tax shall be used to replace fair share contribution from new development.*

Revenues provided from this measure shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial, or industrial development in Madera County or its cities.

### *Maintaining Local Transportation Funding Efforts*

The local jurisdictions will certify in an annual verification submitted to Madera County Transportation Authority (MCTA) that these transportation funds will be used to augment and not supplant local resources spent. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in the Ordinance will be used.

### *Eligibility Verification*

The cities and County will select transportation projects that meet the eligibility criteria identified in this Plan. The local jurisdictions will certify in the annual verification submitted to the MCTA that these transportation funds were used for eligible expenses.

## **Local Streets and Roads, 80% with 10% Set Aside for Disadvantaged Communities**

### **\$352 Million Total with \$35.2 Million for Disadvantaged Communities**

Recognizing that streets are the backbone of our transportation system, this Plan provides funds to local cities and Madera County, distributed primarily based on population adjusted annually based on Census Data from the State Department of Finance.

Each jurisdiction will annually identify specific streets and roads that will be prioritized for repair and/or refurbishment and hold annual public meetings to review the proposed plan prior to adoption by the local jurisdiction and the MCTA board.

Each jurisdiction shall have the flexibility to allocate funds based on the unique needs of its communities to address:

- *Local Street and Road Maintenance*
- *Evacuation Planning*
- *Safe Routes to School*
- *Bike and Pedestrian/Active Transportation*

### *Definition of Local Streets and Roads*

Local Streets and Roads include roads that primarily serve local and regional traffic in the City and County areas, including Local neighborhood/residential streets, Major/Minor Collectors, Principal/Minor Arterials, and Local Expressways, as well as local alley ways.

These funds may be used for:

- Repair and maintenance of local roadways. These funds must be used to augment current transportation spending and cannot be used to replace a local jurisdiction's general fund expenditures.
- Upgrades to local intersections, road widening, signalization, bridge replacements and/or traffic calming methods.
- Projects that include local connectivity between communities, local schools, trails, and recreation facilities.
- Evacuation planning and preparedness.



- Maintaining, improving, or constructing streets, roads, bridges, and bicycle and pedestrian facilities.
- Community enhancements, such as downtown streetscapes, transportation enhancements, wayfinding, and accessibility improvements, street lighting, street furniture, and trees.
- Safety improvements.
- Programs that reduce transportation demand.
- Storm damage repair to transportation facilities.
- Roadway facilities.
- Traffic signal coordination, intersection and channelization, and traffic management.
- Alleys, pathways, and other routes.
- Stormwater collection management to prevent roadway flooding, prioritizing locations of historic flooding and/or washouts.
- Funds may be used for regional or transit projects as defined in the plan at the discretion of the jurisdiction.

#### *Definition of Disadvantaged Communities*

For purposes of this measure, MCTA will use screening from the US Climate and Economic Justice Screening tool (CEJST). The tool uses datasets as indicators of burdens. The burdens are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Jurisdictions may also use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collector.

#### **Regional Projects, 14.5%**

**\$63.8 Million**

These funds will be used for planning, project development, right-of-way, and/or construction of major corridor capital projects. Proposed regional projects may be at different stages of implementation. All proposed projects will have been included in the most recently adopted MCTC Regional Transportation Plan. Local jurisdictions will submit projects for consideration and/or approval by the MCTA Board.

#### **Transit, 4%**

**\$17.6 Million**

Funds will be used for public transit operations, maintenance, and infrastructure

improvements. They may also supplement local, state, and federal funds for cost of transit service. These funds will be allocated by population to public transit providers to support or enhance public transit service throughout the region. This may include increasing frequency of service, identifying new routes, and/or investing in ride sharing services. These funds may be used for specialized need-based door-through-door transportation and other services for all residents including students, seniors, veterans, and persons with disabilities.

## **1.5% Administrative Expense Cap**

**\$6.6 Million**

These funds may be used for the following tasks:

- Contracting with an independent financial auditor to review all annual Measure T revenues and expenses.
- Contracting with any additional auditor, consultant, etc. to perform additional reviews as needed.
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- Staffing and support for the COC, including agendas, staff reports, minutes, and financial statements.
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- An annual bilingual report to include investments made by each jurisdiction using Measure T funds, including specific projects, tasks, or work performed:
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  - Specific references to actual investments made by jurisdiction, by project, and by location.
- Any other required or necessary administrative task.
- Reimbursement for travel to and from COC meetings at the current Federal rate for mileage and public transit.
- Relevant training for members.

Expenditures on staff salaries, wages, benefits, and overhead necessary to administer the program will be limited to no more than one percent (1%) of the annual gross revenues provided by the measure.

## **Safeguards Built Into The Plan**

This Expenditure Plan includes taxpayer safeguards to ensure that the projects and programs allowed by voters are funded and delivered.

### *Citizens Oversight Committee (COC)*

An independent Citizens Oversight Committee will be created to provide an enhanced level of accountability for expenditures made under the Plan to ensure that the financial integrity and performance of the program(s) are maintained. The committee will include one representative and one alternate from each Supervisorial District. These are all volunteer positions. Members will be selected based on a review of applications and/or interviews conducted by the current COC Chair, the finance officer from the Madera County Transportation Commission (MCTC), and a third mutually agreed upon individual preferably with a background in accounting and/or citizen oversight. Applicants with accounting, transportation, or government experience are encouraged to apply but this experience is not a requirement. Members will then be approved by the MCTA Board. Members must meet the following criteria:

- Be a United States citizen, over 18, and a resident of the District represented.
- Not be a current or former elected official less than three years out of office.
- Not be a public employee, spouse, or child of any of the MCTC member agencies or MCTC.
- Not be a former public employee of any of the MCTC member agencies or MCTC with less than three years from separation.
- Agree to complete California Statements of Economic Interest (Form 700) on an annual basis.

Appointments will be for four years with the first committee members from District 2 and 4 serving two years and four years thereafter. The COC will select a Chair every two years who will be responsible for conducting the meeting; however, this position has no greater authority than any other member. The Chair will make formal presentations to the MCTA Board on not less than a quarterly basis.

The Citizens Oversight Committee will be governed by its own bylaws which will be adopted by the Citizens Oversight Committee.

### *Annual Independent Audit and Annual Reporting*

The COC may select qualified firms to provide an additional review of the completed annual fiscal and compliance audits, submitted expenditure reports, and any other available information to assure that the revenues expended are reasonable and compliant with the approved Expenditure Plan. The audits and the Annual Report must be published and made available to the public.

### **Sunset Date**

This measure terminates in 20 years.

DRAFT

**Madera County Transportation Authority  
Measure T Renewal  
Ordinance #2024-01**

The Madera County 2006 Transportation Authority ordains as follows:

**SECTION 1. TITLE.** This Ordinance shall be known and may be cited as, “Measure T: Local Transportation Funding Measure” which shall renew a retail transaction and use tax.

**SECTION 2. DEFINITIONS.**

2.01 “Authority” means the Madera County 2006 Transportation Authority as the Local Transportation Authority as designated by the Madera County Board of Supervisors, pursuant to the Local Transportation Authority and Improvement Act set forth at California Public Utilities Code Section 180000 et seq.

2.02 “County” means the County of Madera. County includes both the incorporated and unincorporated county of Madera.

2.03 “Department” means the California Department of Tax and Fee Administration.

2.04 “Expenditure Plan” means the Expenditure Plan attached to this Ordinance as **Exhibit “A”** and incorporated herein.

2.05 “Maintenance of Effort” means a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in order to receive Local Streets and Roads funds.

2.06 “Operative Date” means the first day of the first calendar quarter commencing more than 110 days after the adoption of the ordinance. If the Ordinance is approved by the requisite vote of the electors voting on this Ordinance at the election held on November 5, 2024, the Operative Date shall be April 1, 2027.

2.07 “Ordinance” means the Measure T: Local Transportation Funding Measure ordinance which renews the existing retail transaction and use tax of the Authority.

2.08 “2006 Measure T” means the transactions and use tax levied currently pursuant to Ordinance 2006-01 of the Authority.

**SECTION 3. EXPENDITURE PLAN PURPOSES.**

3.01 This Ordinance provides for the implementation of a new Expenditure Plan, as approved and adopted by the Authority, which will result in countywide local street and road improvements, improvements in emergency response and evacuation routes, street widening, signalization, pedestrian, bicyclist, and driver safety improvements. These needed improvements shall be funded by a one-half of one percent retail transactions and use tax established for a twenty-

year period. The revenues shall be deposited in a special fund, used solely for the transportation projects, improvements, and programs described in the Expenditure Plan attached as Exhibit A hereto which is considered a part of this Ordinance and hereby incorporated by reference as if fully set forth herein.

#### **SECTION 4. ADMINISTRATIVE EXPENSES.**

4.01 The revenues received by the Authority from this Ordinance, after deduction of the required Department costs for performing the functions specified in section 180204 of the Public Utilities Code, reimbursing the County of Madera for its costs in conducting the election if the measure is approved in accordance with section 180203(a) of the Public Utilities Code, and after deduction for the administration of the Expenditure Plan pursuant to the provisions of the Public Utilities Code commencing with section 180200.

4.02 Revenues may be expended by the Authority for salaries, wages, benefits, overhead, auditing and those services including contractual services necessary to administer this Ordinance; however, in no event shall an amount exceeding [one percent (1.0%)] of the annual revenue provided by this Ordinance go towards paying the administrative salaries and benefits of the staff of the Authority. The costs of performing or contracting for project related work shall be paid from the revenues allocated to the appropriate purpose.

4.03 An annual independent audit shall be conducted to assure that the revenues expended by the Authority under this section are necessary and reasonable in carrying out its responsibilities under this Ordinance.

#### **SECTION 5. REQUEST FOR ELECTION.**

5.01 The Authority hereby calls an election and hereby requests the Madera County Board of Supervisors place this Ordinance before the voters for approval at the election on November 5, 2024.

5.02 The proposition to be placed on the ballot shall contain a summary of the projects, improvements, and programs and shall read substantially as follows:

To keep local streets, highways, infrastructure in good repair; fix potholes, pave local streets; improve highway safety, evacuation routes/emergency vehicle access; retrofit older bridges/ overpasses; qualify for matching funds; require 80% of funds for local roads, shall an ordinance be adopted continuing Madera County's voter-approved half-cent sales tax without increasing the tax rate, renewing \$22,000,000 annually for 20 years starting in 2027, with citizen oversight, audits, public spending disclosure and all money staying local?"

#### **SECTION 6. EFFECTIVE, OPERATIVE AND TERMINATION DATES.**

6.01 This Ordinance shall become effective following certification of the votes of the election on November 5, 2024. related to this measure if a two-thirds majority of the electors

voting on this Ordinance at the election held on November 5, 2024 vote to approve the Ordinance. If so approved, the provisions of this Ordinance shall become operative on April 1, 2027, following the sunset of the 2006 Measure T, and shall be imposed and collected for a period of twenty (20) years thereafter.

6.02 The authority to levy the tax authorized pursuant to this Ordinance shall expire on March 31, 2047.

#### **SECTION 7. CONTRACT WITH STATE.**

7.01 Prior to the Operative Date, the Authority shall contract with the Department to perform all functions incident to the administration and operation of this Ordinance; provided, that if the Authority shall not have contracted with the Department prior to the Operative Date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

#### **SECTION 8. TRANSACTIONS AND USE TAX RATE.**

8.01 For the privilege of selling tangible personal property at retail, a tax is hereby imposed and continued to be collected upon all retailers in the incorporated and unincorporated territory of the County at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the Operative Date of this Ordinance.

8.02 An excise tax is hereby imposed and continued on the storage, use or other consumption in the incorporated and unincorporated territory of the County of tangible personal property purchased from any retailer on and after the Operative Date of this Ordinance for storage, use or other consumption in the County at the rate of one-half of one percent (0.5%) of the sales price of the property whose storage, use or other consumption is subject to the tax. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

#### **SECTION 9. EXPENDITURE PLAN PROCEDURES AND MAINTENANCE OF EFFORT.**

9.01 It is the intent of the Legislature and the Authority that revenues provided from this Ordinance be used to supplement existing revenues being used for transportation projects, improvements, and programs.

9.02 Pursuant to the intent of the Public Utilities Code section 180001, a jurisdiction cannot redirect monies currently being used for transportation purposes to other uses, and then replace the redirected funds with local street maintenance and improvement dollars from the retail transaction and use tax.

9.03 To meet the requirements of state law, in order to receive Local Streets and Roads funds a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in conformance with the provision below:

9.03.01 Annual expenditures of a local jurisdiction's general funds for transportation purposes shall not be an amount less than the jurisdiction's three-year average of its annual expenditures from its general fund during the prior three fiscal years. In calculating the three-year average annual general fund expenditures, any unrestricted funds which the local jurisdiction may expend at its discretion, expended for transportation purposes are expenditures from the general fund.

9.03.02 Subject to Authority approval, if any local jurisdiction had extraordinary local discretionary fund expenditures during any fiscal year it may determine that year's minimum expenditure base level of local discretionary funds by:

- a) Subtracting those extraordinary expenses (including assessment district contributions, development impact funds, or other non-recurring contributions) from its total expenditures; or
- b) Petitioning the Authority for special consideration. It is possible that a local jurisdiction may need to revise its minimum expenditure base beyond the subtraction of extraordinary expenses. In this instance, the Authority may allow the establishment of a new base for that jurisdiction's Maintenance of Effort requirement. A local jurisdiction petitioning the Authority under this provision must supply evidence of the need for special consideration and the petition must be approved by a majority vote of the Authority.

9.04 An annual independent report will be undertaken to verify that the Maintenance of Effort requirements were met by the local jurisdictions. Any local jurisdiction which does not meet its Maintenance of Effort requirement in any given year may have its Local Streets and Roads fund received pursuant to the Expenditure Plan reduced in the following year by the amount by which the jurisdiction did not meet its required Maintenance of Effort. Such funds shall be redistributed to the remaining eligible jurisdictions.

## **SECTION 10. ORDINANCE PURPOSES.**

10.01 This Ordinance is adopted to achieve the following, among other purposes, and directs the provisions hereof be interpreted in order to accomplish these purposes:

10.01.01 To impose a retail transactions and use tax in accordance with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code, which authorizes the Authority and the electorate to adopt this tax ordinance.

10.01.02 To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.



10.01.03 To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the Department in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the Department in administering and collecting the California State Sales and Use Taxes.

10.01.04 To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of Ordinance.

10.01.05 The funds generated by the transaction and use tax authorized by this Ordinance may only be used for transportation purposes including the administration of the Expenditure Plan, as may be amended, including defense or prosecution of legal actions related thereto, the construction, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the transaction and use tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt services on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

## **SECTION 11. ADOPTION OF PROVISIONS OF STATE LAW.**

11.01 Except as otherwise provided in this Ordinance, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the California Revenue and Taxation Code, insofar as they relate to sales taxes and are not inconsistent with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 (commencing with Section 180000) of the California Public Utilities Code, are hereby adopted and made a part of this Ordinance as though fully set forth herein.

11.02 In adopting the provisions of Part 1 (commencing with Section 6001 of the Revenue and Taxation Code) insofar as they relate to transactions and use taxes and are not inconsistent with this law, wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefor. However, the substitution for the word "state" shall not be made when:

11.02.01 The word "state" is used as a part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California;

11.02.02 The result of that substitution would require action to be taken by or against the Authority, or any agency, officer, or employee thereof rather than by or against the

California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this ordinance.

11.02.03 In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

- a) Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the state under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
- b) Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

11.02.04 In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

11.03 The name of the jurisdiction of the Authority or the County shall also be substituted for the word "state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the definition of that phrase.

11.03.01 The words "A retailer engaged in business in the County" for the purposes of the use tax shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

11.04 All amendments to the provisions of Part 1 (commencing with Section 6001) relating to the sales and/or use tax and not inconsistent with this part shall automatically become a part of the ordinance. However, no amendment shall operate so as to affect the rate of tax imposed by the Authority's board.

11.05 The amount subject to tax shall not include the amount of any sales tax and/or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law (Part 1.5 (commencing with Section 7200)) or the amount of any state-administered transactions or use tax.

11.06 This Ordinance shall be deemed to adopt by reference the provisions of Sections 7261 and 7262, as now in effect or later amended. Such sections shall control to the extent such sections conflict with provisions herein.

**SECTION 12. ADDITIONAL PERMIT NOT REQUIRED.**

12.01 If a seller's permit has been issued to a retailer under section 6067 of the California Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

**SECTION 13. EXEMPTIONS AND EXCLUSIONS.**

13.01 The amount subject to tax pursuant to this Ordinance shall not include the amount of sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, or the amount of any state-administered transactions or use tax.

13.02 There are exempted from the transactions tax portion of the transactions and use tax authorized pursuant to this Ordinance:

13.02.01 The gross receipts from the sale of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of the aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

13.02.02 The sales of property to be used outside the County which are shipped to a point outside the County, pursuant to the contract of sale, by delivery to that point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point.

a) For purposes of this Ordinance, "delivery" of vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code shall be satisfied by (i) registration to an out-of-County address; and, (ii) by a declaration under penalty of perjury, signed by the buyer, stating that the address is, in fact, his or her principal place of residence.

b) For purposes of this Ordinance, "delivery" of commercial vehicles shall be satisfied by (i) registration to a place of business out of County; and, (ii) a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

13.02.03 The sale of tangible personal property is exempt from the tax authorized by this Ordinance if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance.

13.02.04 A lease of tangible personal property which is a continuing sale of that property is exempt from the tax authorized by this Ordinance for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the Operative Date of this Ordinance.

13.02.05 For purposes of Section 13.02 subparagraphs C and D, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not that right is exercised.

13.03 There are exempted or excluded from the use tax portion of the transactions and use tax authorized pursuant to this Ordinance:

13.03.01 Except as provided in B, A retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

13.03.02 "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer is required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

13.03.03 The amount subject to tax shall not include the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law (Part 1.5 (commencing with Section 7200)) or the amount of any state-administered transactions or use tax.

13.03.04 The storage, use, or other consumption of tangible personal property, other than fuel or petroleum products, purchased by operators of aircraft, and used or consumed by the operators directly and exclusively in the use of the aircraft as common carriers of person or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government is exempt from the use tax. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the California Revenue and Taxation Code.

13.03.05 The storage, use, or other consumption in the County of tangible personal property is exempt from the tax if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance..

13.03.06 The possession of, or the exercise of any right or power over, tangible personal property under a lease which is a continuing purchase of the property is exempt from tax for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease entered into prior to the Operative Date of this Ordinance.

13.03.07 For the purposes of subsections 13.03.05 and 13.03.06, the storage, use, or other consumption of, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not the right is exercised.

13.03.08 Any person subject to use tax under this Ordinance may credit against that tax or any transactions tax, or to reimbursement for a transactions tax paid to a district or retailer in a district imposing a transactions and use tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code.

#### **SECTION 14. PLACE OF SALE.**

14.01 For the purposes of this Ordinance, all retail transactions are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated for the purpose of a transaction tax imposed by this Ordinance shall be determined under rules and regulations to be prescribed and adopted by the Department.

#### **SECTION 15. BONDING AUTHORITY.**

15.01 The Authority shall have the power to sell or issue, at any time, and from time to time, limited tax bonds or other obligations payable from and secured by the proceeds from the sales tax authorized by this Ordinance to finance and refinance the transportation projects identified in the Expenditure Plan.

15.02 The maximum bonded indebtedness which may be outstanding at any one time shall be an amount equal to the sum of the principal of, and interest on, the bonds, but not to exceed the estimated proceeds of the tax. The amount of bonds outstanding at any one time does not include the amount of bonds, refunding bonds, or bond anticipation notes for which funds necessary for the payment thereof have been set aside for that purpose in a trust or escrow account.

#### **SECTION 16. AMENDMENTS TO EXPENDITURE PLAN.**

16.01 The Authority may annually review and propose amendments to the Expenditure Plan to provide for the use of additional federal, state, and local funds, to account for unexpected

revenues, or to take into consideration unforeseen circumstances. The Authority may not amend the sales tax revenue allocations by category set forth in the Expenditure Plan as the allocations may be amended only if two-thirds majority of the electors vote to approve.

16.02 Amendments to the Expenditure Plan must be passed by a two-thirds majority vote of the Authority board's total membership by a roll call vote entered in the minutes of the Authority following a noticed, public hearing of the Authority. Notice of the public hearing shall be published pursuant to Government code section 6062. Subsequently, the Authority shall notify the Board of Supervisors, the City Council of each city in the county and provide each with a copy of the proposed amendment(s). Pursuant to Public Utilities Code section 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, the Authority shall hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.

16.03 In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's governing body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Expenditure Plan will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

16.04 The Expenditure Plan shall be updated by the Authority every five years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board and as reflected in its current Madera County Regional Transportation Plan. Any changes to the Expenditure Plan must be adopted with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority.

## **SECTION 17. AMENDMENTS TO THIS ORDINANCE.**

17.01 This Ordinance may be amended to further its purposes. The Authority shall establish a process for proposed Ordinance amendment(s) which ensures that the Authority committees established by this Ordinance participate in the development of the proposed Ordinance amendment(s).

17.02 Upon completion of that process, amendment(s) to this Ordinance must be passed by a two-thirds majority of the Authority board's total membership by a roll call vote entered in the minutes of the Authority. The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062.

17.03 In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

## **SECTION 18. AUTHORITY COMMITTEES.**

18.01 The following committee structure is established to advise the Authority in the administration of the Expenditure Plan and this Ordinance:

18.01.01 An independent Measure T Citizens Oversight Committee is to be established to review the independent fiscal audits of the expenditure of the tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Board of the Authority. The Measure T Citizens Oversight Committee is responsible for oversight of the proper use of sales tax funds and implementation of the programs and projects set forth in the Expenditure Plan and making recommendations to the Board of the Authority. The committee is not a policy making body. The Measure T Citizens Oversight Committee shall consist of one representative from each of the five Supervisorial Districts in the County plus an alternate. Members of the Measure T Citizens Oversight Committee shall not be members of any other Authority or MCTC/MCTA committee(s). They may not be current or former employees of the County of Madera or the Cities of Chowchilla or Madera with less than three years of separation of employment.

18.01.02 The Measure T Oversight committee will meet a minimum of four times each year to review quarterly revenue generated by Measure T and expenditures made by the City of Madera, the City of Chowchilla, the County of Madera, and the Madera County Transportation Authority using Measure T funds; however, they may call additional meetings.

## **SECTION 19. STATUTORY AMENDMENTS.**

19.01 All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

## **SECTION 20. CREATION OF SEPARATE ACCOUNT.**

20.01 All retail transactions and use tax revenue, plus interest, will be deposited in a special fund for the projects identified in the Expenditure Plan. The fund(s) authorized under this Ordinance will be administered by the Authority.

20.02 The Authority shall allocate funds to projects and programs identified in the Expenditure Plan as necessary to meet contractual and program obligations. The Authority may allocate funds as described but may reserve the right not to disburse monies until needed to meet contractual project or program obligations. Each agency receiving funds from this Ordinance shall deposit said funds in a separate interest-bearing account. Any interest earned on funds allocated pursuant to this Ordinance shall be expended only for those purposes for which the funds were allocated or shall be returned to the Authority. The Authority reserves the right to audit such accounts.

## **SECTION 21. CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

21.01 This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Prior to the commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed.

## **SECTION 22. IMPLEMENTING ORDINANCES.**

22.01 Upon approval of this Ordinance by the voters, the Authority may, in addition to the local rules required to be provided pursuant to this Ordinance, adopt implementing ordinances, rules and administrative procedures, and take such other actions as may be necessary and appropriate to carry out its responsibilities to implement the Expenditure Plan.

## **SECTION 23. DESIGNATION OF FACILITIES.**

23.01 Each project or program in excess of \$250,000 funded in whole or in part by revenues from this Ordinance shall be clearly designated in writing by signs and/or documents, during its construction or implementation as being funded by revenues from this Ordinance.

## **SECTION 24. CONTRACTING FOR PROJECT DELIVERY.**

24.01 The Authority shall have the power to contract for project delivery of any project or program of the Expenditure Plan if all of the jurisdictions affected by the project agree and if the Authority finds that:

24.01.01 The project could be delivered faster under a contract issued by the Authority; or

24.01.02 A contract by the Authority would provide economies of scale and reduce project costs.



**SECTION 25. ANNUAL REPORT.**

25.01 An annual report identifying the actions and accomplishments of the Authority in meeting the adopted Expenditure Plan will be prepared by the Authority not later than 180 days following receipt of the fiscal year audit. The report will detail the amount of funds collected and expended and the status of projects required or authorized to be funded for the purposes of this Ordinance.

**SECTION 26. SEVERABILITY.**

26.01 If any section, part, provision, clause or phrase of this Ordinance or the application thereof to any person or circumstances is for any reason held invalid or unconstitutional, the remaining portions of this Ordinance and the application of such provisions to other persons or circumstances shall not be affected but shall remain in full force and effect.

**SECTION 27. ANNUAL APPROPRIATIONS LIMIT.**

27.01 Article XIII B of the California Constitution requires the establishment of an annual appropriations limit for certain governmental entities. The maximum annual appropriations limit for the Authority has been established as \$30 million. The appropriations limit shall be subject to adjustment as provided by law. All expenditures of the retail transaction and use tax revenues authorized pursuant to this Ordinance are subject to the appropriations limit of the Authority.

**SECTION 28. ENJOINING COLLECTION FORBIDDEN.**

28.01 No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code, or Division 19 (commencing with Section 180000) of the California Public Utilities Code, of any tax or any amount of tax required to be collected.

**SECTION 29. CAPTIONS.**

29.01 The titles and headings to the sections set forth in this Ordinance are not part of this Ordinance and shall have no effect upon the construction or interpretation of any part hereof.

**SECTION 30. ADOPTION OF ORDINANCE.**

30.01 This Ordinance was introduced, and the title thereof read at the regular meeting of the Authority's governing Board on XXXXXX, and adopted at the regular meeting of the Authority's governing Board on XXXXXX, with further reading thereof having been waived by a vote of the members present.

## EXHIBIT "A"

## Measure T 2024

### DRAFT Expenditure Plan

Madera County voters are being asked to renew Measure T as a 20-year, ½ cent sales tax to continue to maintain and improve local streets and roads and the overall transportation systems.

The 2024 Measure T Expenditure Plan ("Plan") was developed through a comprehensive public outreach program that asked residents to identify their priorities for future transportation programs and projects. The plan was developed by the Measure T Steering Committee which met between October 2023 and April of 2024. Four members from each supervisorial district were independently selected based on applications submitted.

Outreach included:

- Development of a Measure T website with all information relevant to past expenditures, plans, and impacts of Measure T on the County and the Cities of Chowchilla and Madera.
- Over 30 meetings with community organizations and leaders representing diverse viewpoints.
- A series of nine Town Hall Public Meetings.
- Online engagement, including the use of a participatory budgeting tool.
- Mailer to all County residents and businesses.
- Print ads in local newspapers promoting engagement opportunities.
- Social media ads and posts promoting engagement opportunities.

Additionally, two statistically valid telephone polls of all County residents were conducted. The Plan has been unanimously supported and approved by the Madera County Transportation Authority, the City of Chowchilla, the City of Madera, and the Madera County Board of Supervisors.

The renewal of Measure T will:

- Generate approximately \$22 million per year based on ½ cent sales tax for an estimated total of \$440 million throughout the measure's lifetime.
- Be used for LOCAL projects and LOCAL priorities, prohibiting Sacramento from taking possession of these funds.
- Allow local jurisdictions to continue to compete for State and Federal grants and leverage funds, thereby increasing revenues.
- Deliver an Expenditure Plan with an **increased** emphasis on local streets and roads maintenance; and

- Include a Citizens Oversight Committee (COC) to ensure projects and programs in the Plan are funded and/or completed.

## The Expenditure Plan

### *Revenue Estimates and Distribution*

Over the 20-year plan, it is estimated that \$440 million will be generated for local transportation investments. The estimated \$440 million was calculated based on a five-year average of sales tax revenues throughout the county, which was then reduced to reflect a conservative estimate.

The estimated revenue and allocation among categories are based on the 2024 value of money and are not binding or controlling. Transportation sales tax funds shall be allocated based on the percentage of revenue received.

This funding will serve as an investment that will leverage future local, State, and Federal grant opportunities. Funds will be used for all phases of project implementation, including planning, environmental, permits, design, right-of-way, and/or construction capital and operations projects. State and Federal fund sources that may also be used to implement transportation projects and programs in the next decade include the State Regional Transportation Improvement Program (STIP), Inter-Regional Transportation Improvement Program (ITIP), Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law, [BIL]), Federal Congestion Mitigation Air Quality, Regional Surface Transportation Funds, and Local Funding (e.g., developer fees, general funds, and Transportation Development Act funds).

All revenue estimates and allocations in this Plan are for illustrative purposes. Actual net revenues may fall above or below the projections in the Expenditure Plan; therefore, actual revenue allocations to each category will be based on the percentages contained herein.

*No revenue generated from this tax shall be used to replace fair share contribution from new development.*

Revenues provided from this measure shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial, or industrial development in Madera County or its cities.

### *Maintaining Local Transportation Funding Efforts*

The local jurisdictions will certify in an annual verification submitted to Madera County Transportation Authority (MCTA) that these transportation funds will be used to augment and not supplant local resources spent. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in the Ordinance will be used.

### *Eligibility Verification*

The cities and County will select transportation projects that meet the eligibility criteria identified in this Plan. The local jurisdictions will certify in the annual verification submitted to the MCTA that these transportation funds were used for eligible expenses.

## **Local Streets and Roads, 80% with 10% Set Aside for Disadvantaged Communities \$352 Million Total with \$35.2 Million for Disadvantaged Communities**

Recognizing that streets are the backbone of our transportation system, this Plan provides funds to local cities and Madera County, distributed primarily based on population adjusted annually based on Census Data from the State Department of Finance.

Each jurisdiction will annually identify specific streets and roads that will be prioritized for repair and/or refurbishment and hold annual public meetings to review the proposed plan prior to adoption by the local jurisdiction and the MCTA board.

Each jurisdiction shall have the flexibility to allocate funds based on the unique needs of its communities to address:

- *Local Street and Road Maintenance*
- *Evacuation Planning*
- *Safe Routes to School*
- *Bike and Pedestrian/Active Transportation*

### *Definition of Local Streets and Roads*

Local Streets and Roads include roads that primarily serve local and regional traffic in the City and County areas, including Local neighborhood/residential streets, Major/Minor Collectors, Principal/Minor Arterials, and Local Expressways, as well as local alley ways.

These funds may be used for:

- Repair and maintenance of local roadways. These funds must be used to augment current transportation spending and cannot be used to replace a local jurisdiction's general fund expenditures.
- Upgrades to local intersections, road widening, signalization, bridge replacements and/or traffic calming methods.
- Projects that include local connectivity between communities, local schools, trails, and recreation facilities.
- Evacuation planning and preparedness.
- Maintaining, improving, or constructing streets, roads, bridges, and bicycle and

- pedestrian facilities.
- Community enhancements, such as downtown streetscapes, transportation enhancements, wayfinding, and accessibility improvements, street lighting, street furniture, and trees.
- Safety improvements.
- Programs that reduce transportation demand.
- Storm damage repair to transportation facilities.
- Roadway facilities.
- Traffic signal coordination, intersection and channelization, and traffic management.
- Alleys, pathways, and other routes.
- Stormwater collection management to prevent roadway flooding, prioritizing locations of historic flooding and/or washouts.
- Funds may be used for regional or transit projects as defined in the plan at the discretion of the jurisdiction.

#### *Definition of Disadvantaged Communities*

For purposes of this measure, MCTA will use screening from the US Climate and Economic Justice Screening tool (CEJST). The tool uses datasets as indicators of burdens. The burdens are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Jurisdictions may also use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collector.

### **Regional Projects, 14.5%**

**\$63.8 Million**

These funds will be used for planning, project development, right-of-way, and/or construction of major corridor capital projects. Proposed regional projects may be at different stages of implementation. All proposed projects will have been included in the most recently adopted MCTC Regional Transportation Plan. Local jurisdictions will submit projects for consideration and/or approval by the MCTA Board.

### **Transit, 4%**

**\$17.6 Million**

Funds will be used for public transit operations, maintenance, and infrastructure improvements. They may also supplement local, state, and federal funds for cost of transit service. These funds will be allocated by population to public transit providers to support or enhance public transit service throughout the region. This may include increasing frequency

of service, identifying new routes, and/or investing in ride sharing services. These funds may be used for specialized need-based door-through-door transportation and other services for all residents including students, seniors, veterans, and persons with disabilities.

## **1.5% Administrative Expense Cap**

**\$6.6 Million**

These funds may be used for the following tasks:

- Contracting with an independent financial auditor to review all annual Measure T revenues and expenses.
- Contracting with any additional auditor, consultant, etc. to perform additional reviews as needed.
- Maintenance of a Measure T specific website which will include information regarding the actions of the COC and updates as to how Measure T funds were used by local agencies.
- Staffing and support for the COC, including agendas, staff reports, minutes, and financial statements.
- General public outreach and support to provide transparency regarding Measure T expenditures and work performed by the jurisdictions.
- An annual bilingual report to include investments made by each jurisdiction using Measure T funds, including specific projects, tasks, or work performed:
  - Including project status (completions, milestones)
  - Specific references to actual investments made by jurisdiction, by project, and by location.
- Any other required or necessary administrative task.
- Reimbursement for travel to and from COC meetings at the current Federal rate for mileage and public transit.
- Relevant training for members.

Expenditures on staff salaries, wages, benefits, and overhead necessary to administer the program will be limited to no more than one percent (1%) of the annual gross revenues provided by the measure.

## **Safeguards Built Into The Plan**

This Expenditure Plan includes taxpayer safeguards to ensure that the projects and programs allowed by voters are funded and delivered.

### *Citizens Oversight Committee (COC)*

An independent Citizens Oversight Committee will be created to provide an enhanced level of

accountability for expenditures made under the Plan to ensure that the financial integrity and performance of the program(s) are maintained. The committee will include one representative and one alternate from each Supervisorial District. These are all volunteer positions. Members will be selected based on a review of applications and/or interviews conducted by the current COC Chair, the finance officer from the Madera County Transportation Commission (MCTC), and a third mutually agreed upon individual preferably with a background in accounting and/or citizen oversight. Applicants with accounting, transportation, or government experience are encouraged to apply but this experience is not a requirement. Members will then be approved by the MCTA Board. Members must meet the following criteria:

- Be a United States citizen, over 18, and a resident of the District represented.
- Not be a current or former elected official less than three years out of office.
- Not be a public employee, spouse, or child of any of the MCTC member agencies or MCTC.
- Not be a former public employee of any of the MCTC member agencies or MCTC with less than three years from separation.
- Agree to complete California Statements of Economic Interest (Form 700) on an annual basis.

Appointments will be for four years with the first committee members from District 2 and 4 serving two years and four years thereafter. The COC will select a Chair every two years who will be responsible for conducting the meeting; however, this position has no greater authority than any other member. The Chair will make formal presentations to the MCTA Board on not less than a quarterly basis.

The Citizens Oversight Committee will be governed by its own bylaws which will be adopted by the Citizens Oversight Committee.

#### *Annual Independent Audit and Annual Reporting*

The COC may select qualified firms to provide an additional review of the completed annual fiscal and compliance audits, submitted expenditure reports, and any other available information to assure that the revenues expended are reasonable and compliant with the approved Expenditure Plan. The audits and the Annual Report must be published and made available to the public.

#### **Sunset Date**

This measure terminates in 20 years.