

UNMET TRANSIT NEEDS

FY 2026-27

Analysis and Recommendations Report

March 2026



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Summary

Background

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

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

of the “reasonable to meet” determination, MCTC staff and the SSTAC must consider whether a transit operator can reasonably accommodate an unmet need and still maintain the required farebox ratio established under the TDA.

6. Adopt by resolution a finding regarding transit needs that may be reasonable to meet. The MCTC Policy Board makes one of the following three possible findings:
 - a. There are no unmet transit needs, or
 - b. There are no unmet transit needs that are reasonable to meet, or
 - c. There are unmet transit needs, including needs that are reasonable to meet.

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

Summary of the Findings for the FY 2026-2027 Unmet Transit Needs Assessment

On January 21, 2026, the MCTC Policy Board adopted Resolution Number 26-01, approving the SSTAC's unmet transit needs findings for FY 2026-27.

During the "Unmet Transit Needs" Public Hearing on Wednesday, October 22, 2025, the MCTC Policy Board received no public comments. Comments were received through online surveys, and a comment letter.

Analysis and Recommendations

The SSTAC reviewed eight comments. Six 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 the County of Madera: There are no unmet transit needs that are reasonable to meet.

Additionally, the SSTAC requests the following to be addressed during the upcoming fiscal year:

- The SSTAC formally recommends that the County of Madera identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County's microtransit feasibility study already completed, the SSTAC believes that additional planning should be accompanied by a clearer path toward implementation. The SSTAC recognizes microtransit as a viable solution to address the unique transportation needs of the county's rural and mountain communities and urges the County of Madera to take concrete steps toward implementation.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs.

The MCTC Policy Board approved 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:

- PROVIDE FIXED ROUTE SERVICE FROM OAKHURST TO FRESNO AND/OR CLOVIS

SSTAC Recommendation: Not an unmet transit need.

Discussion: Service from Oakhurst to Fresno is available; however, the trip is lengthy and requires a transfer in Madera. Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express. The

County also provides Medical Escort Service from Eastern Madera County to Fresno for medical appointments.

- EXPAND SERVICE IN OAKHURST, TO INCLUDE MORE ACCESS TO DOCTOR'S OFFICES, SHOPPING, ETC.

SSTAC Recommendation: Not an unmet transit need.

Discussion: At this time, MCC's fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

- INCREASE FIXED ROUTE SERVICES TO INCLUDE TWO DROP OFF TIMES INTO LA VIÑA

SSTAC Recommendation: Not an unmet transit need.

Discussion: Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the arrival schedule will be changed to 8:00AM and 6:20PM from La Viña. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to provide more service in La Viña in the future.

- ADD ANOTHER SERVICE DAY DURING THE WEEK AND ADD A WEEKEND SERVICE DAY TO THE EASTIN ARCOLA – RIPPERDAN - LA VIÑA ROUTE

SSTAC Recommendation: Not an unmet transit need.

Discussion: Current ridership is 1.2 riders per day, which may be improved with planned service changes. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to provide more service in La Viña in the future.

- IMPLEMENT MICROTRANSIT IN LA VIÑA

SSTAC Recommendation: Not an unmet transit need.

Discussion: Microtransit has long been identified as a potential strategy to address service gaps and increase service frequency in the county, including areas such as La Viña; however, the SSTAC recommends Madera County move towards a clear, defined path toward implementation.

- ADD A SHELTER, LIGHT POST, AND WASTE BASKET AT THE STOP ON VIÑA STREET

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: Right-of-way limitations at the Viña Street bus stop currently prevent installation of a shelter and lighting. Resolving these constraints will require additional analysis to identify feasible solutions.

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Madera (Madera Metro).

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Chowchilla (CATX).

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.

The SSTAC recommends that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the 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 Medical 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 Medical Escort Service provide transportation to the Eastern Madera County communities including service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

Unmet Transit Needs Process

Transportation Development Act Requirements

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

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

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

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

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

(d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.

(e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

(f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

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

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

Unmet Transit Needs:

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

1. Feasibility
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
 - Sufficient ridership potential exists for new expanded, or revisited transit services.
 - The proposed transit service will be safe and comply with local, State, and federal law.
2. Community Acceptance
 - The proposed transit service has community support from the general public, community groups, and /or community leaders.
3. Benefit to Population
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
4. Cost-Effective
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
5. Consistent with Intent of Existing Transit Service(s) and Plans

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

Social Services Transportation Advisory Council (SSTAC)

As previously identified, TDA regulations require MCTC to annually consult with the Social Services Transportation Advisory Council (SSTAC) to identify the region's transit needs prior to making any allocation of TDA funds not directly related to public transportation services or facilities provided for the exclusive use of pedestrians and bicycles. Pursuant to the TDA, Section 99238(c)1-3 of the Public Utilities Code specifically identifies the SSTAC's responsibilities:

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

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

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

Social Services Transportation Advisory Council Members FY 2025-2026

Table 1: SSTAC Members FY 2025-2026

CATEGORY	APPOINTMENT	GEOGRAPHIC/ AGENCY REPRESENTATION	TERM EXPIRES
Potential Transit User 60 Years of Age or Older	Franklina Bogan	Community Member – City of Madera	October 2026
Potential Transit User 60 Years of Age or Older	Lynda Schafhauser	Community Member – County of Madera	October 2026
Potential Transit User Who Has a Disability	Cynthia Ortegon	Community Member – City of Madera	May 2027
Representative of a Local Social Service Provider for Older Adults	Mattie Mendez	Community Action Partnership of Madera County, Inc. (CAPMC)	May 2027
Representative of a Local Social Service Provider for Older Adults	Olga Olivia Saucedo-Garcia	City of Madera Parks and Community Services Department – Senior Services	April 2028
Potential Transit User Who Has a Disability	Frank Simonis	Community Member – Community of Oakhurst	June 2027
Representative of a Local Social Service Provider for Persons with Disabilities	Raeanne Jain	Madera County Department of Social Services	May 2028
Local Social Service Transportation Provider for Persons with Disabilities	Vincent Parker	MV Transit (Madera Metro)	September 2028
Representative of a Local Social Service Provider for Persons of Limited Means	Bertha Vega	Madera County Workforce Corporation	October 2026
Representative of a Social Service Transportation Provider for Older Adults	Monty Cox	Madera County	July 2026

Existing Conditions

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

Size and Location of Groups Likely to be Dependent on Transit

As identified in a previous section of this report, during each year's unmet transit needs assessment process, prior to making any allocation not directly related to public transportation services, MCTC must make an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, older adults, persons with disabilities (including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the Federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means, including, but not limited to, recipients under the CalWORKS program. Utilizing available data from the 2020-2024 American Community Survey (ACS) Five-Year Estimates, the following sections identify the size and location of population groups likely to be transit dependent.

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

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

General Population Estimates for Madera County

According to the 2020-2024 ACS Five-Year Estimates, Madera County's current population is 160,940. There are two incorporated cities in Madera County, the City of Madera and the City of Chowchilla. As identified in Table 2, below, the City of Madera is the largest incorporated city in Madera County, accounting for 42% of the County's total population. The City of Chowchilla is the second largest, accounting for 12% of Madera County's total population. Madera County's unincorporated community areas, which, combined, account for 46% of the County's total population. Table 2 illustrates the current population breakdown of Madera County.

Table 2: 2024 Population in Madera County

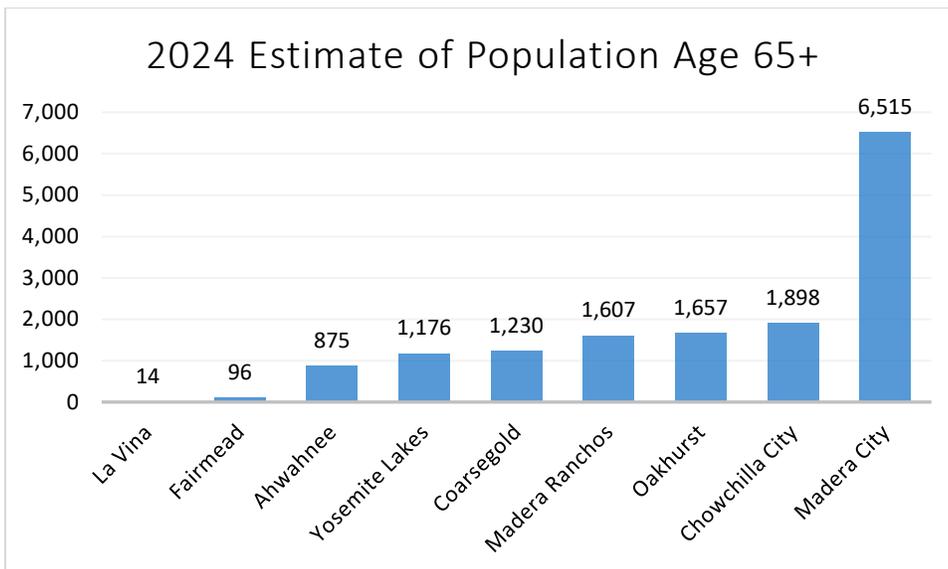
Jurisdiction	Population	Percent of County
Ahwahnee	1,453	1%
Chowchilla City	19,020	12%
Coarsegold	3,967	2%
Fairmead	1,229	1%
La Vina	789	Less than 1%
Madera City	67,831	42%
Bonadelle Madera Ranchos	4,182	3%
Oakhurst	6,091	4%
Yosemite Lakes	5,288	3%
County Remainder	51,090	32%
TOTAL	160,940	100%

Source: U.S. Census Bureau, 2020-2024 American Community Survey (ACS) 5-Year Estimates

Assessing Transit Dependency by Age

As stated in the beginning of this section, the TDA identifies older adult populations as potentially transit dependent. For the purposes of this section’s analysis, these individuals are 65 years of age or older. According to the 2020-2024 ACS Five-Year Estimates, 23,148 individuals in Madera County are identified as older adults, accounting for approximately 14.4% of the County’s total population. With 6,515 individuals, the City of Madera has the highest population of older adults in the County, followed by the City of Chowchilla, with an older adult population of 1,898.

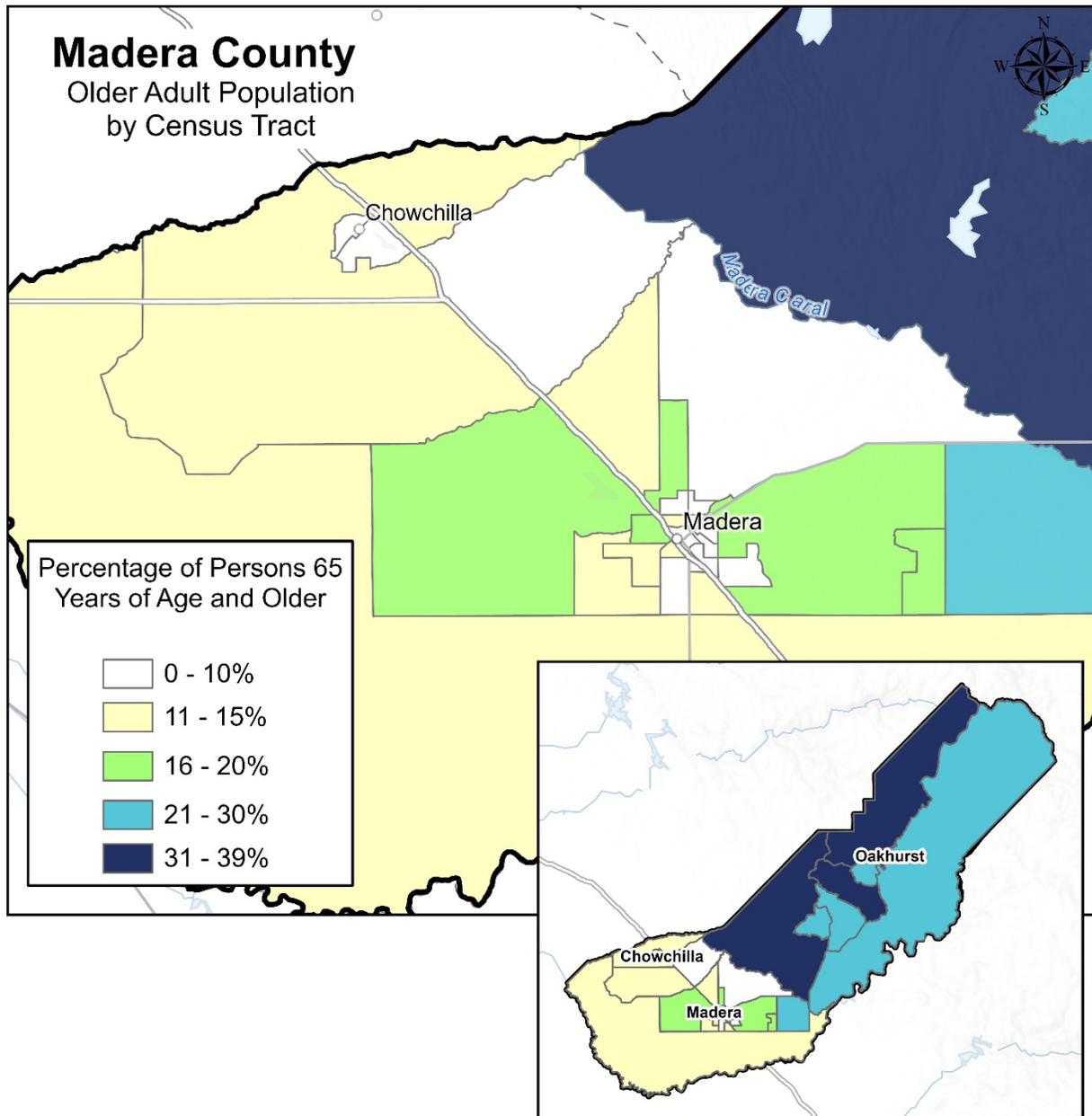
Figure 1: 2024 Estimate of Population 65+



Source: U.S. Census Bureau, 2020-2024 5-Year ACS (Table S0101)

Figure 2, below, shows the geographic concentrations of the older adult population by census tract. The darker colors reflect a higher percentage of older adults, while lighter colors identify a lower percentage.

Figure 2: Population Distribution of Persons Aged 65 or Older by Census Tract



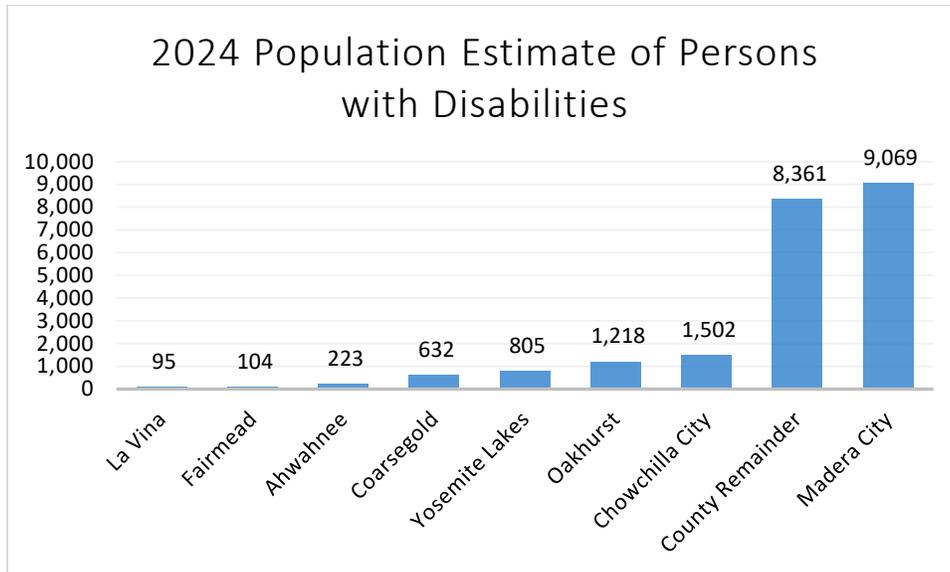
Source: U.S. Census Bureau, 2020-2024 5-Year ACS (Table S0101)

As shown in Figure 2 above, based on overall population in each census tract, the most concentrated populations of people aged 65 years or older are in the eastern parts of Madera County.

Assessing Transit Dependency by Disability

According to the U.S. Census Bureau, respondents who report anyone of having the following six disability types, are considered to have a disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. In the 2020-2024 ACS 5-Year Estimates, it was determined that 14.2% of the total civilian noninstitutionalized population within Madera had a disability. Figure 3, below, provides a population breakdown of persons with disabilities by jurisdiction in Madera County.

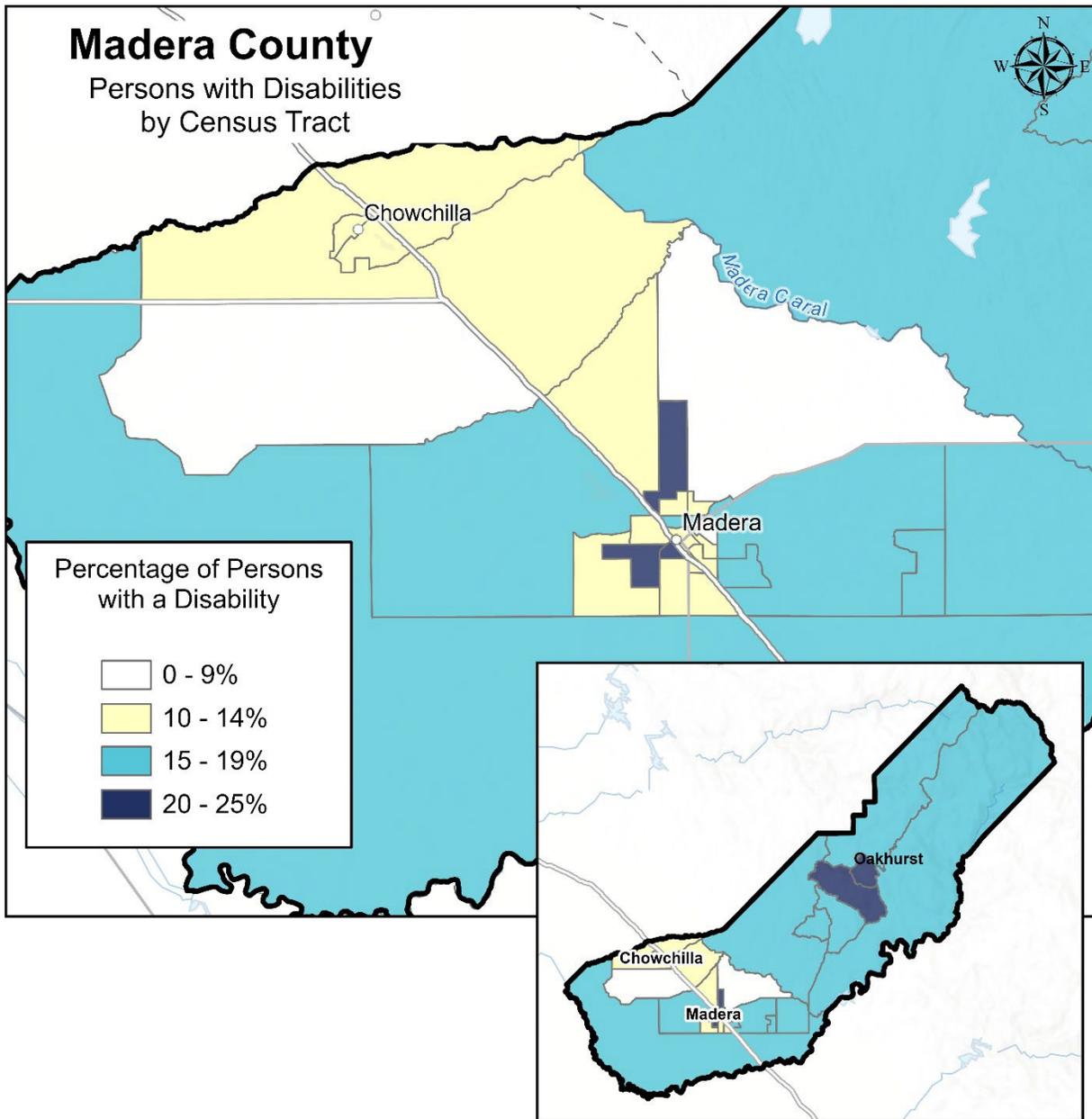
Figure 3: 2024 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2020-2024 5-Year ACS (Table S1810)

Using 2024 ACS data, Figure 4, on the following page, identifies the distribution of the population with disabilities within Madera County by census tract. The lighter portions of the map designate a lower percentage of persons with disabilities living in the census tract, while the darker portions of the map designate a higher percentage of persons with disabilities living in the census tract.

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



Source: U.S. Census Bureau, 2020-2024 5-Year ACS (Table S1810)

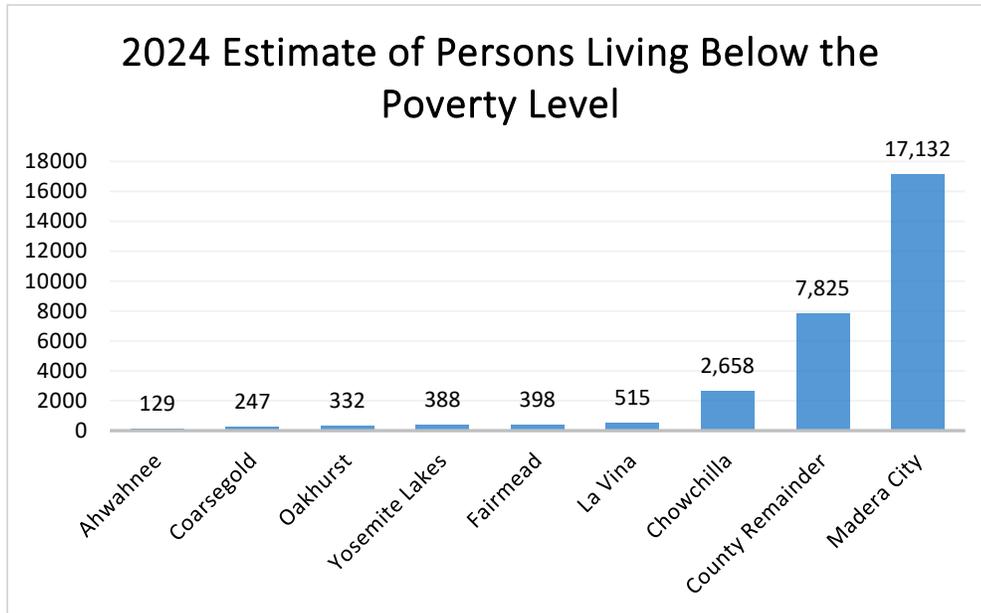
As illustrated in Figure 4 above, there are higher percentages of persons with a disability located in county areas near the City of Madera and Eastern Madera County.

Assessing Transit Dependency by Income (Persons of Limited Means)

The 2024 ACS provides an estimated breakdown of individuals in Madera County whose income was determined to be below the federal poverty level (FPL). The ACS data estimates that as of 2024, 19.2% (29,624) of Madera County's population were identified as persons of limited means. Madera and Chowchilla are the cities that have the largest populations of persons of limited means, accounting for

10.6% and 1.7% respectively, of the County’s total population. Figure 5, below, provides a further breakdown of the estimated population of persons of limited means living within Madera County.

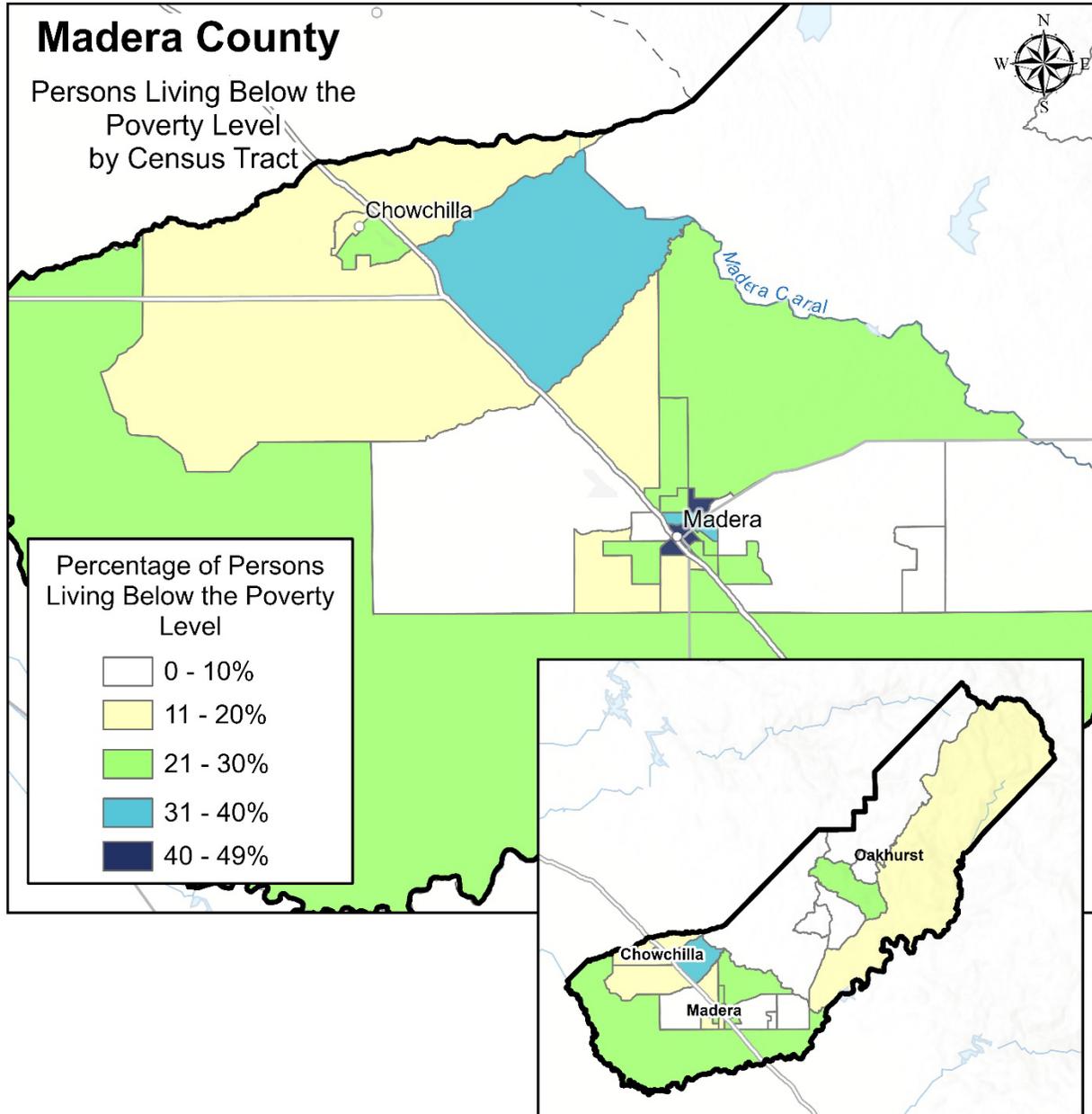
Figure 5: 2024 Estimate of Persons of Limited Means



Source: U.S. Census Bureau, 2020-2024 5-Year ACS (Table S1701)

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

Figure 6: Population Distribution of Persons Living Below the Poverty Level by Census Tract



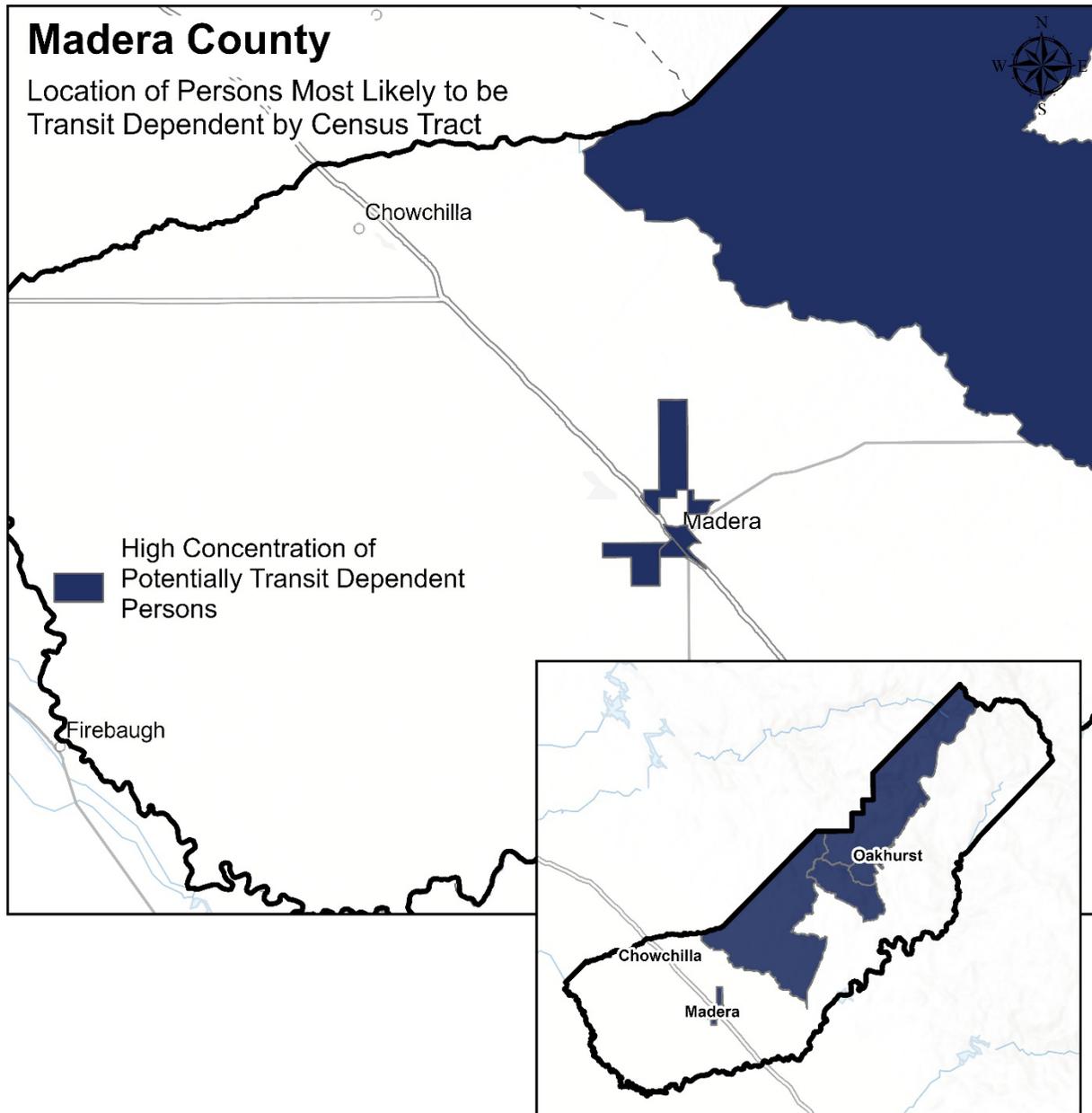
Source: U.S. Census Bureau, 2020-2024 5-Year ACS (Table S1701)

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

Transit Dependent Census Tracts

Figure 7 below identifies the census tracts that have a higher probability of having populations that are transit dependent. The census tracts with the highest concentrations of older adults, persons with a disability, and persons living below the poverty-level, were used to determine which areas were more likely to have transit dependent populations.

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



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

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

Transportation Services in Madera County

CITY OF MADERA

The City of Madera is served by a number of public and private transportation providers. The City operates the Madera Metro fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both services are operated under contract with MV Transit. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operates primarily within the City limits, as shown in Figure 8. The system transported 81,094 riders during FY 2024-25.

Dial-A-Ride is a general public system which serves everyone, including older adults and persons with disabilities. The service also includes complementary paratransit services for ADA-eligible riders. The service operates weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera city limits, as depicted in Figure 9, and transported 18,872 riders during FY 2024-25.

Figure 8: Madera Metro Service Area Map

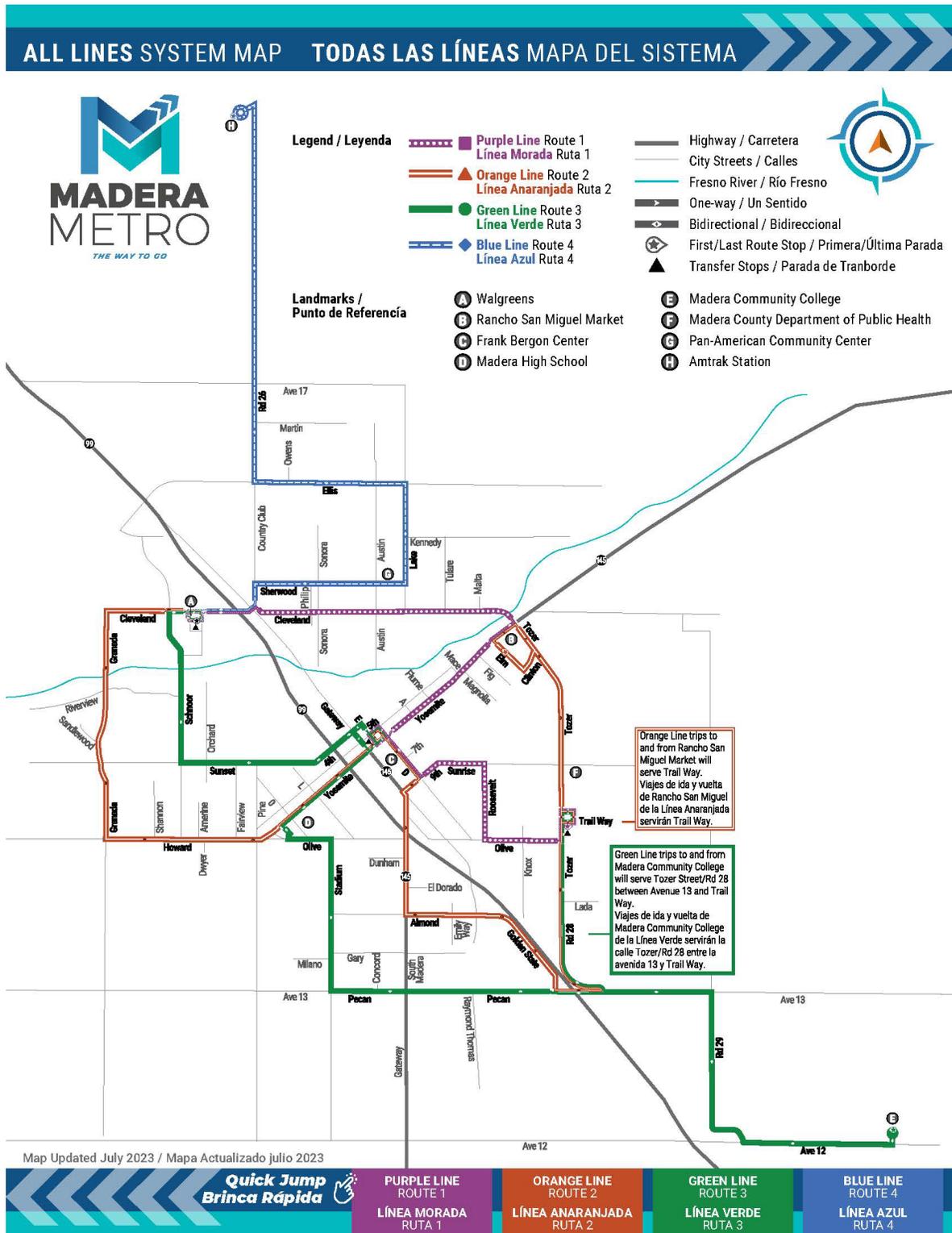
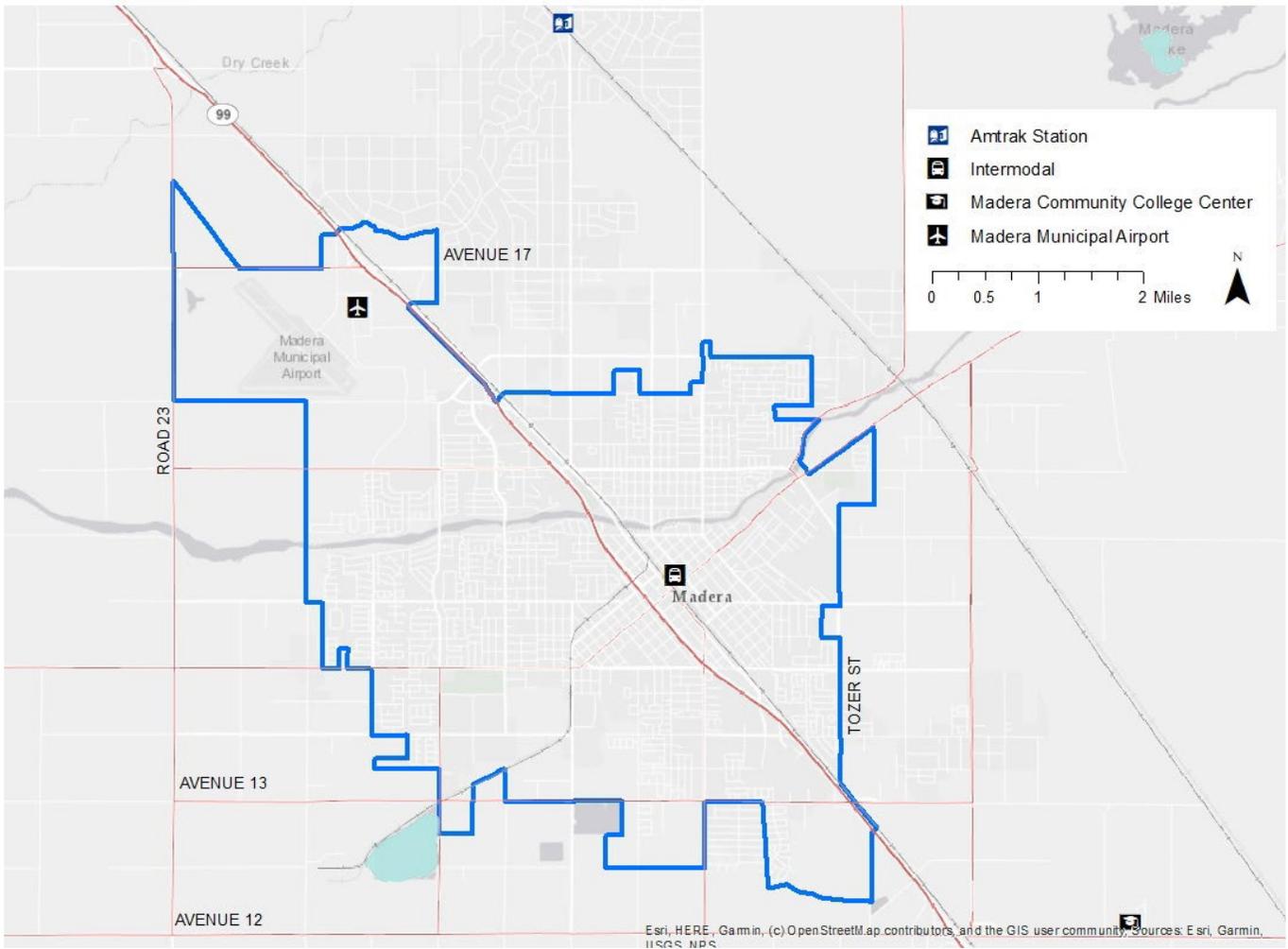


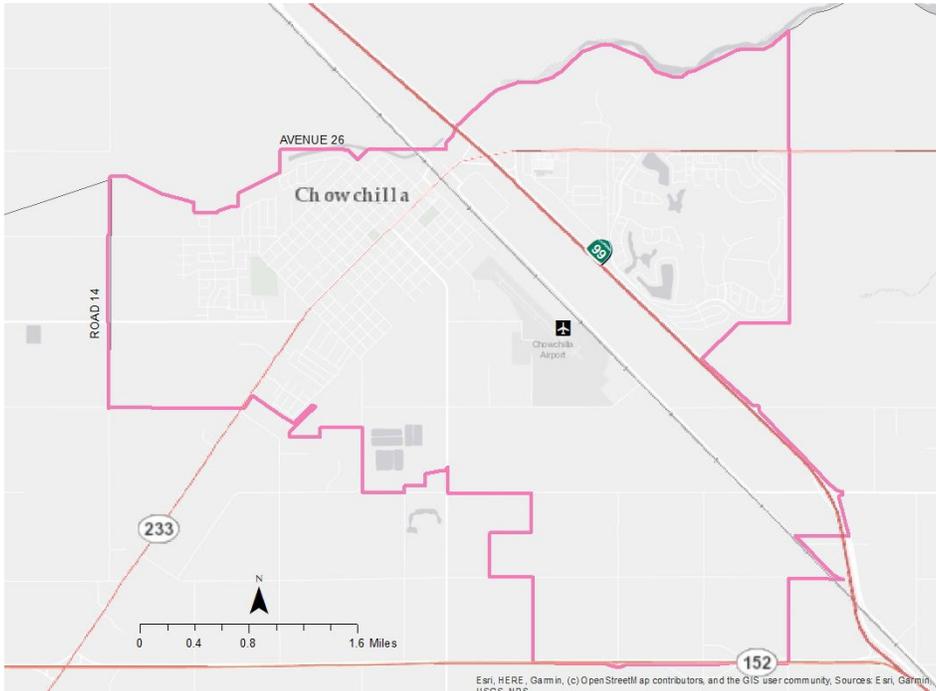
Figure 9: DAR Service Area Map



CITY OF CHOWCHILLA

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a general public, demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. Service is offered weekdays from 7:30 a.m. to 3:30 p.m. As shown in Figure 10, the CATX service area encompasses the City limits of Chowchilla.

Figure 10: CATX Service Area Map



COUNTY OF MADERA

Madera County currently manages a general public, fixed-route system, specialized senior transit services and demand-response service, which is operated by MV Transit. The Madera County Connection (MCC) is an inter-city fixed-route bus service. MCC Area Dial-A-Ride serves the general public with demand-response services. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves older adults and residents with disabilities and the Eastern Madera County Medical Escort Program is an inter-city demand-response bus service.

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

7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is scheduled on Wednesday and Friday from 8:45 a.m. to 2:00 p.m. The County initiated additional runs on this route in 2022.

Figure 11: MCC Service Area Map



MCC also provides general public demand-response service to County areas surrounding the cities of Madera and Chowchilla., as reflected in Figures 12 and 13. MCC Area Dial-A-Ride service is provided Monday through Friday from 7:00 a.m. to 6:30 p.m., Saturday from 9:00 a.m. to 4:00 p.m., and Sunday from 8:30 a.m. to 2:30 p.m. Reservations can be made a day in advance or up to two hours prior to the time of pick up.

Figure 12: MCC Madera Dial-A-Ride Service Area

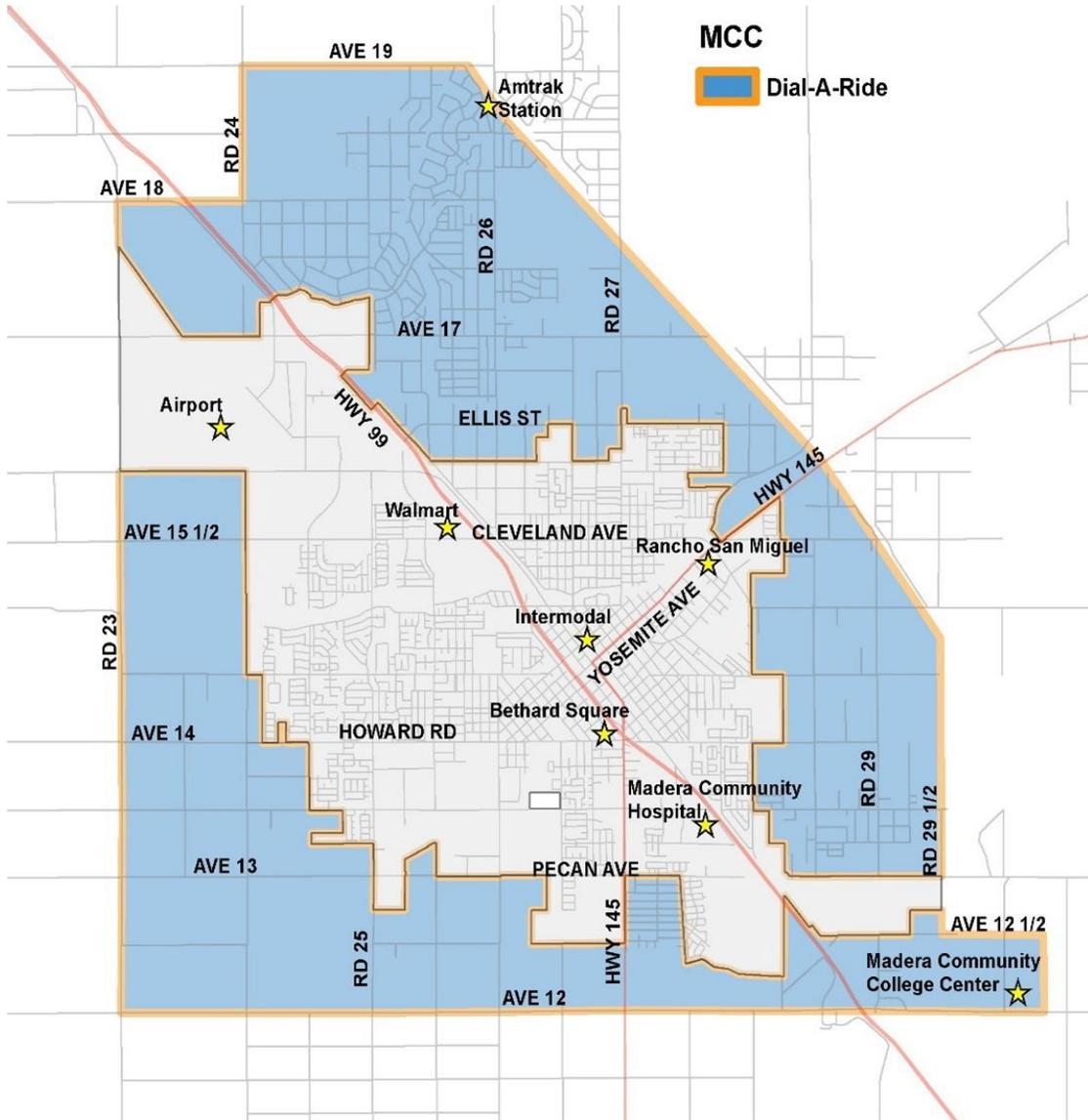
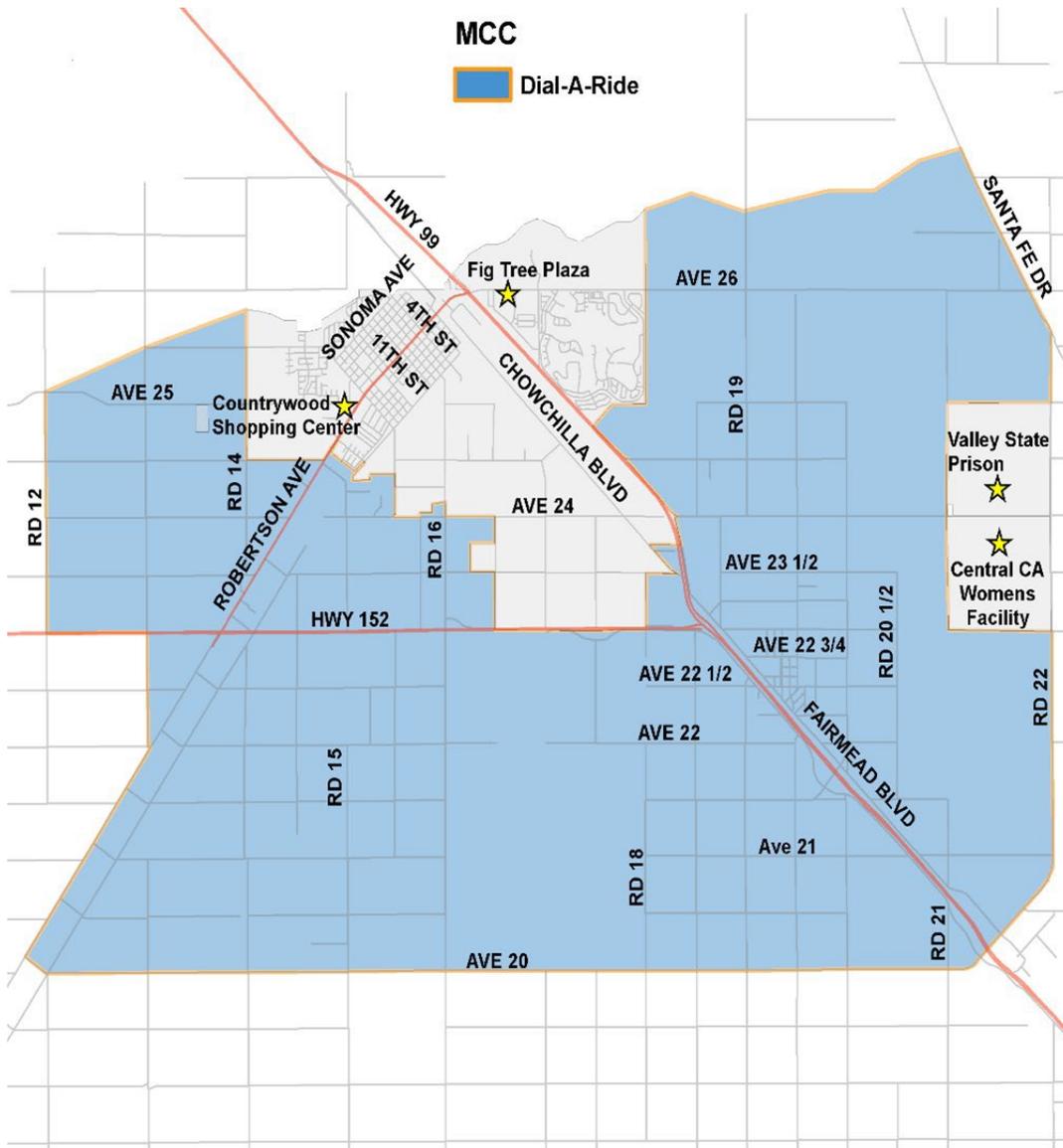


Figure 13: MCC Dial-A-Ride Service Area

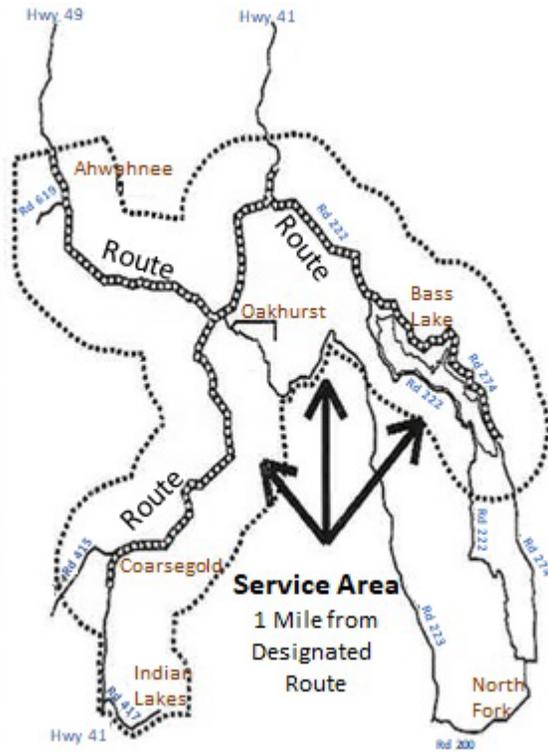


The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County who are 60 years of age and older and residents who have disabilities. As shown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

The Medical Escort Program has been in operation since 1988 as a demand-response, public transportation service. The system provides medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County residents with an emphasis on providing service to residents 60 years of age and older and to persons with disabilities. Service is provided on Tuesdays and Thursdays

from 8:30 a.m. to 4:30 p.m. A 24-hour advance reservation is required, except for medical emergencies. Individuals requesting a ride are required to contact the Exchange to schedule their trip. The Medical Escort Program serves the area covered by the Senior Bus but also serves the community of North Fork and offers trips beyond the Eastern Madera County Region as far as the Cities of Madera, Fresno, and Clovis.

Figure 14: Eastern Madera County Senior Bus Service Area Map



Madera County Transit Services Statistics

Table 3: Madera County Transit Service FY 2024-2025

TRANSIT SERVICE	PASSENGERS	REVENUE MILES	REVENUE HOURS
Fixed Routes	28,752	290,927	9,738
Para-Transit	8,227	65,868	4,679
Totals	36,979	356,795	14,417

Other Transportation Providers

CALVANS (CALIFORNIA VANPOOL AUTHORITY)

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

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

YARTS was created in 2000 as a solution to congestion and pollution created by millions of people visiting Yosemite National Park every year in personal vehicles. YARTS is the product of a partnership between the member counties of its Joint Powers Authority, the U.S. Forest Service, and the National Park Service. The original YARTS Joint Powers Authority was entered into on September 21, 1999, between Merced, Mariposa, and Mono Counties. Madera County and Tuolumne County joined in 2020 with the City of Fresno coming on board in 2024. YARTS service launched in the spring of 2000 and the Merced County Association of Governments (MCAG) has provided administrative and staffing services, and operational support for the system since its inception.

YARTS provides quality transit service into Yosemite National Park along each of the four state highways into Yosemite. The area served by YARTS spans six counties and 480 square miles, between the cities of Merced and Fresno in the San Joaquin Valley to Sonora, Oakhurst, Mariposa and Mammoth Lakes in the Sierra Nevada mountains.

YARTS operates year-round on Highway 140 through Merced and Mariposa Counties, and seasonally (May – September) on Highway 41 through Fresno and Madera Counties, Highway 120 through Tuolumne County, and Highway 395/120E through Mono County.

YARTS routes connect to a number of transportation providers throughout the service area including Amtrak, Greyhound, Eastern Sierra Transit Authority, The Bus in Merced County, UC Merced's "CatTracks", Mari-Go in Mariposa County, Clovis Transit, Fresno County Rural Transit Agency, Madera County Connection, Tuolumne County Transit, Advanced Airlines at the Merced and Mammoth Lakes Airports, and the Fresno Yosemite International Airport.

TRI-COUNTY MEDICAL TRANSPORT

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

CENTRAL VALLEY REGIONAL CENTER

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

CALVIVA HEALTH TRANSPORTATION

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

PRIVATE PROVIDERS

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

PASSENGER RAIL/SUPPORT FACILITIES

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Amtrak operates seven days a week with twelve (12) daily stops in Madera along the BNSF Railroad alignment. The station is located on Avenue 15 ½ and Road 29. The nearest stop to the north is Merced and to the south, Fresno. Amtrak services are provided on the BNSF tracks located east of Madera. The San Joaquin Amtrak route provides passenger rail service to Oakland five times a day, Bakersfield six times a day, and Sacramento once a day. Amtrak also provides thruway bus service from various rail stations along the San Joaquin route to cities that are not accessible by rail, such as Los Angeles, San Francisco and San Jose.

[Additional Transportation Services and Assistance](#)

AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS

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

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

REDUCED FARES

Rides are no charge for the general public on the fixed route and older adults, persons with disabilities, and veterans are not charged for paratransit services on the Madera Metro system. In addition, the following agencies purchase bus tickets or passes from Madera Metro/DAR and distribute them (in some cases at no charge) to their clients or students.

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

COORDINATED TRANSIT SERVICE PLAN

The Madera County Coordinated Public Transit Human Services Plan was updated and adopted by MCTC in July 2022 in response to requirements established by SAFETEA-LU and upheld by MAP-21. This document outlines existing public and private social service transportation systems within Madera

County and offers strategies for improvement of transportation service through increased coordination and consolidation. The Coordinated Plan is expected to be updated and finalized this year.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

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

Adequacy of Existing Service

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

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

Farmworker Vanpool Analysis

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

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

Unmet Transit Needs Assessment

During this year’s unmet transit needs assessment, staff received a total of 8 public comments regarding potential unmet transit needs, service improvement requests, and community needs in the region. Based on the Madera County Transportation Commission’s adopted definitions of “unmet transit need” and "reasonable to meet", unmet transit needs, including needs that are reasonable to meet, were identified.

Public Outreach

Pursuant to TDA regulations, MCTC is required to conduct at least one public hearing to receive public input on potential unmet transit needs. A public hearing was held on October 22, 2025, during the MCTC Policy Board meeting. In July 2025, the MCTC Policy Board approved shifting the unmet transit needs process from the spring to the fall to better align with opportunities to engage the public at fall community events. To support this effort, MCTC staff hosted informational booths at multiple community events from August through November 2025 to discuss unmet transit needs with residents and encourage them to take the online survey.

Table 4: Madera County Community Events Attended for UTN Outreach

EVENT NAME	DATE	TIME
Coffee and Conversation with Supervisor Wamhoff at Madera Ranchos Library	08/13/25	9:00AM
Madera District Fair at Madera Fairgrounds	09/04 – 09/07/25	All Day
Chowchilla Classic Car Show at Veterans Memorial Park	09/20/25	8:00AM – 2:30PM
Madera Booths in the Park at Madera Courthouse Park	09/27/25	8:00AM – 3:00PM
Oakhurst Fall Festival at Oakhurst Community Park	10/10 – 10/12/25	All Day
La Viña Community Meeting at Casas De La Viña	11/06/25	5:30PM – 7:00PM

However, in Madera County it is easy to participate in the unmet transit needs process all year long in many convenient ways. Options include submitting a comment by phone, mail, email, or by filling out an online survey.

The unmet transit needs webpage on MCTC’s website is a good resource to find information regarding the unmet transit needs process, submit a comment, or to look at past years’ unmet transit needs reports.

MCTC Unmet Transit Needs webpage: <https://www.maderactc.org/bc-transportation/page/unmet-transit-needs>

Unmet Transit Needs Bilingual Survey link: https://www.surveymonkey.com/r/UTNSurvey_MCTC

Unmet Transit Needs English and Spanish Comment Form:

https://www.maderactc.org/sites/default/files/fileattachments/social_services_transportation_advisory_council_sstac/page/1761/2025_utn_comment_form_en_sp_r_fillable.pdf

Below is a list of places where the community events and the public hearing were publicized:

- Notice of the public hearing was published in the Madera Tribune on September 6, 2025 (Figure 15).
- Ten social media posts regarding the community events and the public hearing were posted on MCTC's Facebook page, and MCTC's Instagram page. (Figures 16 and 17).
- Information, schedules, and flyers regarding the community events and the public hearing were included in the meeting agendas for the Social Services Transportation Advisory Council, the Technical Advisory Committee and the Madera County Transportation Commission's Policy Board in September 2025.
- Information about the unmet transit needs process, community events, and the public hearing was featured in the August 2025 edition of The Commission Vision, MCTC's quarterly newsletter, the Madera Chamber of Commerce's newsletter, and posted on maderactc.org.
- Information regarding the public hearing was either mailed or emailed to a list of interested individuals and organizations (Table 5).
- Flyers (in English and Spanish) regarding the community events and the public hearing were placed on the local transit agencies' buses (Figures 18 and 19).

Spanish language interpreting services were available at the public hearing.

Unmet Transit Needs FY 2026-2027
Final Analysis and Recommendations Report March 2026

Figure 15: Proof of Publication

The Madera Tribune
P.O. Box 269, Madera, Ca 93639
Ph: 559-674-2424 | Fax: 559-673-6526 | legals@maderatribune.net

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA)
County of Madera) ss.

PUBLIC NOTICE

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 8689

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

PUBLISHED ON: SEPTEMBER 6, 2025

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

Dated: September 6, 2025


Signature

**PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION
GIVING NOTICE OF HEARING**

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, October 22, 2025, at 3:00 p.m. at the **Madera County Transportation Commission, 2001 Howard Road, Suite 201, Madera, California 93637** and via teleconference using Zoom. To participate in the live hearing via Zoom, use this link:
<https://us06web.zoom.us/j/88522578649?pwd=BsjLufpVHbqWEh9aDVoXAUaYWXWTm.1>

Webinar ID: 885 2257 8649
Passcode: 506857
Call-in number: (408) 638-0968

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

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

A Spanish language interpreter will be available during the public hearing for those who wish to testify before the Commission in Spanish. If you would like to testify in a language other than Spanish or English or require other special accommodations in order to testify, please contact the Commission at (559) 675-0721 or publiccomment@maderactc.org by October 16, 2025, at 3:00 pm.

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

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

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

Those that are unable to participate in the hearing via Zoom, or in person, are encouraged to submit their comments in writing prior to October 22, 2025, for inclusion in the public record. You may email publiccomment@maderactc.org, call 559-675-0721 ext. 6, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at the link below:
https://www.surveymonkey.com/r/UTNSurvey_MCTC

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

La Comisión de Transporte del Condado de Madera (MCTC, por sus siglas en inglés) llevará a cabo una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte público dentro del Condado de Madera. La audiencia tomará lugar el miércoles, 22 de octubre, 2025 a las 3:00 p.m., en las oficinas de la **Comisión de Transporte del Condado de Madera, 2001 Howard Road, Suite 201, Madera, California 93637** y virtualmente, usando Zoom. Para participar en la audiencia en vivo, usando Zoom, use el siguiente enlace:
<https://us06web.zoom.us/j/88522578649?pwd=BsjLufpVHbqWEh9aDVoXAUaYWXWTm.1>

Código de Junta: 885 2257 8649
Clave: 506857
Por Teléfono: (408) 638-0968

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

El personal de MCTC le recomienda que envíe su comentario utilizando otras estrategias, como nuestra encuesta en línea, correo electrónico, correo postal o por teléfono. Cada comentario recibido se leerá directamente a la Junta para asegurarse de que se escuche su voz.

Un intérprete de español estará disponible durante la audiencia pública para aquellos que deseen testificar ante la Comisión en español. Si desea testificar en un idioma que no sea español o inglés o necesita otras adaptaciones especiales para testificar, comuníquese con la Comisión al (559) 675-0721 o publiccomment@maderactc.org antes del 16 de octubre de 2025, antes de las 3:00 p.m.

ADAPTACIONES RAZONABLES: Personas que requieren adaptaciones para cualquier discapacidad auditiva, visual o de otro tipo u otra interpretación para revisar una agenda o participar en una reunión de la Junta de Políticas de la Comisión de Transporte del Condado de Madera según la Ley de Discapacidades Estadounidenses (ADA), puede obtener asistencia solicitando dicha adaptación por escrito. Dirija su solicitud por escrito al Analista Administrativo, 2001 Howard Road, Suite 201, Madera, California, 93637 o telephonically by calling (559) 675-0721.

Figure 16: Social Media Posts for the Public Hearing in English and Spanish



Figure 17: Social Media Posts for the Community Events



Figure 18: Unmet Transit Needs Flyer - English



Tell us about your transit needs!

Does local public transit meet your transportation needs?

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?

We want to hear from you!

Find us at these community events!

13 AUG	Coffee and Conversation with Supervisor Wamhoff at 9:00AM Madera Ranchos Library 37398 Berkshire Drive, Madera
4-7 SEPT	Madera District Fair - All day Madera Fairgrounds 1850 W Cleveland Avenue, Madera
20 SEPT	Classic Car Show 8:00 am - 2:30 pm Veterans Memorial Park 600 W Robertson Blvd, Chowchilla
27 SEPT	Madera Booths in the Park 8:00 am - 3:00 pm Madera Courthouse Park 210 W Yosemite Ave, Madera
10-12 OCT	Oakhurst Fall Festival - All Day Oakhurst Community Park 49044 Civic Circle, Oakhurst

Take an online survey

If you prefer to provide your comments electronically, fill out the online survey by scanning the QR code or go to:
www.surveymonkey.com/r/UTNSurvey_MCTC



Comment at the public hearing

MCTC Policy Board Meeting
Wednesday, October 22 at 3:00 PM
2001 Howard Road, Suite 201, Madera

Contact Us:

 (559) 675-0721

 naustin@maderactc.org



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Figure 19: Unmet Transit Needs Flyer - Spanish



¡Cuéntenos sobre su necesidad de transporte público insatisfecha!

¿El transporte público local satisface sus necesidades de transporte público?

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?

¡Queremos saber de lo que piensa usted!

Llene una encuesta en línea

Si prefiere proveer comentarios en línea, llene la encuesta en línea escaneando el código QR o llenando a:

www.surveymonkey.com/r/UTNSurvey_MCTC



Para comentar en la audiencia pública

MCTC Junta Directiva
Miércoles, Octubre 22 a las 3:00 PM
2001 Howard Road, Suite 201, Madera

¡Encuéntrenos en estos eventos comunitarios!

13 AUG	Café y Conversación con Supervisor Wamhoff a las 9:00AM Biblioteca de Madera Ranchos 37398 Berkshire Drive, Madera
4-7 SEPT	Feria del Distrito de Madera - Todo el día en Madera Fairgrounds 1850 W Cleveland Avenue, Madera
20 SEPT	Exhibición de Autos Clásicos 8:00 am - 2:30 pm Parque de Veterans Memorial 600 W Robertson Blvd, Chowchilla
27 SEPT	Madera Booths in the Park 8:00 am - 3:00 pm Parque de Madera Courthouse 210 W Yosemite Ave, Madera
10-12 OCT	Festival de Otoño en Oakhurst - Todo el día en el Parque Comunitario de Oakhurst 49044 Civic Circle, Oakhurst

Contactarnos al:

 (559) 675-0721

 evelyn@maderactc.org



MCTC
Madera County Transportation Commission

Figure 20: MCTC staff engaging with residents at community events in the fall of 2025 to share information and gather input on unmet transit needs



Figure 21: Unmet Transit Needs Public Hearing Flyer – English

UNMET TRANSIT NEEDS PUBLIC HEARING

WAYS TO PARTICIPATE

Wednesday, October 22, at 3:00PM

In-Person
2001 Howard Road, Suite 201
Madera, CA 93637

Teleconference via Zoom
Webinar ID: 885 2257 8649
Passcode: 506857
Call-in number: (408) 638-0968

TAKE OUR SURVEY!
https://www.surveymonkey.com/r/UTNSurvey_MCTC

For more information:
☎ (559) 675-0721
✉ naustin@maderactc.org

The Madera County Transportation Commission (MCTC) invites you to a Public Hearing to provide your comments on public transportation needs in Madera County.

If you're unable to attend the hearing in person or via Zoom, submit your comments in writing to publiccomment@maderactc.org before October 22, 2025, for inclusion in the public record.

MCTC
Madera County Transportation Commission

Figure 22: Unmet Transit Needs Public Hearing Flyer – Spanish

NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS AUDIENCIA PÚBLICA

PARA PARTICIPAR

Wednesday, October 22, at 3:00PM
Presencial
2001 Howard Road, Suite 201
Madera, CA 93637

Teleconferencia vía Zoom
Código de Junta: 885 2257 8649
Clave: 506857
Por Teléfono: (408) 638-0968

¡TOMA NUESTRA ENCUESTA!
https://www.surveymonkey.com/r/UTNSurvey_MCTC

Para más información:
(559) 675-0721
evelyn@maderactc.org

La Comisión de Transporte del Condado de Madera (MCTC) le invita a una Audiencia Pública para dar sus comentarios sobre las necesidades de transporte público en el Condado de Madera.

Se anima a aquellos que no pueden participar en la audiencia a través del Zoom, o en persona, a enviar sus comentarios por escrito antes del 22 de octubre de 2025 para su inclusión en el registro público. Puede enviar un correo electrónico a publiccomment@maderactc.org

MCTC
Madera County Transportation Commission

Table 5: List of Interested Individuals and Organizations

AGENCY	ADDRESS
City of Chowchilla – Rod Pruett	145 Robertson Boulevard, Chowchilla, CA 93610
City of Chowchilla – Robin Roman	130 S. 2 nd Street, Chowchilla, CA 93610
MV – Dial-A-Ride	123 North E Street #102, Madera, CA 93638
Madera County Health Department	1604 Sunrise Avenue, Madera, CA 93638
City of Madera – Ellen Bitter	205 West 4th Street, Madera, CA 93637
City of Madera – Marcela Zuniga	205 West 4 th Street, Madera, CA 93637
County of Madera – Phil Toler	200 West 4 th Street, Madera, CA 93637
Department of Social Services – Bill Martin, CALWORKS Program Manager	P.O. Box 569, Madera, CA 93638
Department of Social Services – Deborah Martinez	1626 Sunrise Avenue, Madera, CA 93638
Department of Social Services – Susan Arteaga	1626 Sunrise Avenue, Madera, CA 93638
Center for Independent Living – Tamala Fields	1225 Gill Avenue, Madera, CA 93637
Community Action Partnership of Madera County	1225 Gill Avenue, Madera, CA 93637
Center for Independent Living	1225 Gill Avenue, Madera, CA 93637
First 5 Madera County	525 E Yosemite Avenue, Madera, CA 93638
Madera Parks and Community Services	1030 South Gateway Drive, Madera, CA 93637
Madera County Public Health Department – Sara Bosse, Executive Director	1604 Sunrise Avenue, Madera, CA 93638
Madera County Public Health Department – Zoltan Torok, Health Ed. Coord.	1604 Sunrise Avenue, Madera, CA 93638
Madera County Public Health Department – Comprehensive Prenatal Outreach – Cheryl Edgar, R.N.	1604 Sunrise Avenue, Madera, CA 93638
Moy and Associates	6082 Millerton Road, Friant, CA 93626

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Camarena Health Center – Paulo Soares	201 South B Street, Madera, CA 93638
Fresno-Madera Area Agency on Aging – Linda Descoteaux	2037 West Bullard Ave. #512, Fresno, CA 93711
Fresno-Madera Area Agency on Aging – Melinda Jo Johnson	2037 West Bullard Ave. #512, Fresno, CA 93711
Community Integrated Work Program	968 Emily Way, Madera, CA 93637
Kings View Community Services	125 South D Street #101, Madera, CA 93638
Madera County Welfare Dept – Child Protective Services	P.O. Box 569, Madera, CA 93639
Picayune Rancheria of the Chukchansi Indians – Member Hillary Hammond	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Secretary Michael Wynn	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Chairwoman Traci Hopkins	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Vice Chair Melvin Espe	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Treasurer McCombs-Esquivel	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Picayune Rancheria of the Chukchansi Indians – Member Elena Sanders	49260 Chapel Hill Drive PO Box 2226, Oakhurst, CA 93614
Madera County Behavioral Health	209 E. 7 th St. Madera, CA 93638
Madera County Department of Social Services	1626 Sunrise Avenue, Madera, CA 93637
Oakhurst Sierra Senior Care	49111 Cinder Lane P.O. Box 122, Oakhurst, CA 93644
Oakhurst Area Chamber of Commerce	40343 Highway 41, Oakhurst, CA 93644
Madera Community College Faculty Assoc. – Norma Kaser	30277 Avenue 12, Madera, CA 93638
Madera Community College – Annette Presley	30277 Avenue 12, Madera, CA 93638
Madera Community College – Traci Menz	30277 Avenue 12, Madera, CA 93638

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Heartland Opportunity Center – Maureen Rosiere	323 North E Street, Suite 2, Madera, CA 93638
Heartland Opportunity Center – Kristi Anderson, Executive Director	323 North E Street, Suite 2, Madera, CA 93638
Oakhurst Counseling Center – Alisha Carlson	49774 Road 426, Suite D, Oakhurst, CA 93644
Oakhurst Counseling Center – Jenifer Strait	49774 Road 426, Suite D, Oakhurst, CA 93644
SCCD - Oakhurst Center	P.O. Box 1910, Oakhurst, CA 93644
North Fork Rancheria of Mono Indians – Secretary Christina McDonald	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Chairman Fred Beihn	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Treasurer Maryann McGovran	33143 Road 222 P.O. Box 929, North Fork, CA 93643
North Fork Rancheria of Mono Indians – Council Member Elaine Fink	33143 Road 222 P.O. Box 929, North Fork, CA 93643
Sierra Mono Indian Museum	33103 Road 228, North Fork, CA 93643
American Association of Retired Persons	2713 Monocott Drive, Madera, CA 93637
Da Vita Madera Dialysis	720 North I Street, Madera, CA 93637
Bass Lake Chamber of Commerce	P.O. Box 126, Bass Lake, CA 93604
Frank A. Bergon Senior Center	238 South D Street, Madera, CA 93637
Golden Valley Chamber of Commerce	37167 Avenue 12, Suit 5C, Madera, CA 93638
Madera County Council on Aging	1030 S. Gateway Drive, Madera, CA 93637
North Fork Chamber of Commerce	P.O. Box 426, North Fork, CA 93643
Chowchilla District Chamber of Commerce	P.O. Box 638, Chowchilla, CA 93610
Ranchos/Hills Senior Center	37330 Berkshire Drive, Madera, CA 93638
Madera Coalition for Community Justice – Maria Rios	219 S. D Street, Madera, CA 93638
Madera Coalition for Community Justice – Lourdes Herrera	219 S. D Street, Madera, CA 93638

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Madera Chamber of Commerce	120 North E Street, Madera, CA 93638
Rolling Hills Citizens Association	41016 Ave 11, Madera, CA 93636
Coarsegold Chamber of Commerce	P.O. Box 815, Coarsegold, CA 93614
Leadership Counsel for Justice and Accountability	2210 San Joaquin St. Fresno, CA 93721
Fairmead and Friends	P.O. Box 517, Chowchilla, CA 93610
Chowchilla Senior Center	130 S. Second St. Chowchilla, CA 93610
Madera County Food Bank	1055 Knox Road, Madera, CA 93638
Valley Children's Hospital	9300 Valley Children's Pl., Madera, CA 93638
Madera County Connection	201 W Almond Ave, Madera, CA 93637
Madera County Workforce	2037 W Cleveland Ave, Madera, CA 93637
Sierra Senior Society, Inc	P.O. Box 122, Oakhurst, CA 93644

INDIVIDUALS	
Cynthia Ortegon	Russell Shaw
Daniel Rivera	Nancy Fitzgerald
Doris Harley	Pamela Mashack
Jose Munera	Linda Clark
Mike Fuller	Modesta Avila
Gloria T. Media	

[Analysis of the Public Comments Received for FY 2026-27](#)

The SSTAC reviewed eight comments. Six 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 no unmet transit needs that are reasonable to meet.

- Additionally, the SSTAC requests the following to be addressed during the upcoming fiscal year: The SSTAC formally recommends that the County of Madera identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County’s microtransit feasibility study already completed, the SSTAC believes that additional planning should be accompanied by a

clearer path toward implementation. The SSTAC recognizes microtransit as a viable solution to address the unique transportation needs of the county's rural and mountain communities and urges the County of Madera to take concrete steps toward implementation.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs.

The MCTC Policy Board approved the SSTAC recommendations for all three jurisdictions.

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. Agenda items and minutes of the meetings held by the SSTAC during this fiscal year, the SSTAC recommendations letter to the MCTC Policy Board, and the signed resolution by the MCTC Policy Board of the unmet transit needs findings for FY 2026-27 will be included in the Appendix.

All eight public comments received and subsequent SSTAC responses and recommendations are following:

1. Online Survey #1

Name: Anonymous

Received: August 8, 2025

Q1: Which systems do you most frequently use?

A1: Madera Metro (Metro), (Metro) Dial-A-Ride, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Senior Bus, MCC Madera Dial-A-Ride (DAR), Eastern Madera County Escort Service, Kerman

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: Every fast-food place.

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

A3: Complementary snacks.

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

A4: Yes, because it's 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: Respondent skipped this question.

[Social Services Transportation Advisory Council Recommendation: None](#)

2. Online Survey #2

Name: Anonymous

Received: September 26, 2025

Q1: Which systems do you most frequently use?

A1: Eastern Madera County Escort Service, Mountain Bus Service

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: Bus Driver XXXX missed 2 bus stops this week. One on Tuesday, at the gulf 41. 2nd one Friday 4:51 at the Medical Adventist Center. Both times I saw him drive past the bus stops.

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

A4: Not when they drive too fast.

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.

[Social Services Transportation Advisory Council Recommendation: This is an operational issue. Riders are encouraged to report any safety or customer service issues immediately as they occur. Timely reporting allows the agency to investigate and address these issues promptly.](#)

3. Online Survey #3

Name: Anonymous

Received: September 26, 2025

Q1: Which systems do you most frequently use?

A1: MCC Eastern Mountain Fixed Bus Stops

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.

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: Bus Driver XXXX missed 4 bus stops. YLP club house, South Fork, even leaving behind a girl there. But then had to turn back and pick her up. He also lied to get saying he was late because he was running behind. But it was because he never went to the stop.

[Social Services Transportation Advisory Council Recommendation](#): This is an operational issue. Riders are encouraged to report any safety or customer service issues immediately as they occur. Timely reporting allows the agency to investigate and address these issues promptly.

4. Online Survey #4

Name: Jessica Sanchez – Oakhurst Apartments

Received: September 29, 2025

Q1: Which systems do you most frequently use?

A1: Eastern Madera County Senior Bus

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: Oakhurst Shopping, Doctor Appointments

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

A3: It would be nice to have a bus on route in Oakhurst that picks up drops off at Apartment Complexes, doctor offices, shopping, etc.

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

A4: I am a Property Manager at a Low-Income Rental Assisted property. My residents need better access to go and do what they need to do. The ones who use the Senior Bus, appreciate the service very much.

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: Jessica Sanchez Oakhurst Apartments oakhurstapts@dkdpmco.com

[Social Services Transportation Advisory Council Recommendation](#): Not an unmet transit need. At this time, MCC's fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because

microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

5. Online Survey #5

Name: Anthony Misner

Received: October 10, 2025

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: Transportation in Eastern Madera County is severely LACKING! It is a HUGE BARRIER to citizens of all ages that need services and education.

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

A3: A bus schedule that allows getting to Fresno/Clovis as well as Madera. The current schedule is not adequate.

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: Anthony Misner

Social Services Transportation Advisory Council Recommendation: Not an unmet transit need

The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated.

Service from Oakhurst to Fresno is available; however the trip is lengthy and requires a transfer in Madera. Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express. The County also provides Medical Escort Service from Eastern Madera County to Fresno for medical appointments.

MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

6. Online Survey #6

Name: Daisy Miramontes

Received: October 21, 2025

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: I would like a stop by my home, XXXXXXX 93638, Madera CA to and from Madera Community College if possible. The trip I would like to be early in the morning Tues, Thur, Fri around 9am. Maybe Fri back.

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

A3: The bus experience quality is really nice.

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

A4: Yes, I feel safe, the bus drivers are nice and respectful. Also, people keep to themselves.

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: Daisy Miramontes

[Social Services Transportation Advisory Council Recommendation: Not an unmet transit need. Both the MCC and Madera Metro Dial-a-Ride services can accommodate this trip. This service area will be included in future microtransit service offerings. The population density in this area does not currently support additional fixed route service.](#)

7. Online Survey #7

Name: Anonymous

Received: October 22, 2025

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.

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.

[Social Services Transportation Advisory Council Recommendation: None](#)

8. Comment Letter

Name: Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability

Received: November 12, 2025

November 12, 2025

Madera County Transportation Commission 2001 Howard Rd, Ste 201

Madera, CA 93637

Submitted electronically via email to: NAustin@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners, SSTAC Advisory Council Members, and MCTC Staff Members,

We work with rural communities in Madera County who bear the burden of pollution and disinvestment in their communities. We appreciate the opportunity to provide comments in response to the Unmet Transit Needs process and the consideration from Staff and the Board. We hope by providing these comments we can collectively identify solutions to the community's unmet transit needs while upholding MCTC's responsibilities to the Transportation Development Act. Our comments are based on feedback we have received from residents through various methods including, community meetings, door to door surveying, and anecdotal experiences provided by the community.

A. Incorporating Public Input to Determine the Definitions of "Unmet Transit" Needs and "Reasonable to Meet" Into Public Engagement Process

The transportation needs of all communities and residents are important. Within Madera County the natural and built environment discourages the use of active transportation methods. Currently, the San Joaquin Valley has some of the nation's worst air quality, failing to meet federal health standards for both ozone (smog) and particulate pollution¹. Additionally, Madera County has severe heat. Poor air quality, high temperatures, pungent odors from dairies, and high pesticide exposure risks—paired with the lack of sidewalks and pedestrian facilities—underscore both the importance of providing these services and the difficulty residents in Merced face in using active transportation and public transit. However, an improved public transportation system would help decrease air pollution, increase physical activity, and decrease traffic benefiting all of Madera County. Consequently, the current definition must be amended to include *all* unmet transit needs of Merced County residents that are reasonable to meet. The specificities of the definitions should be further informed by a yearly hearing designed to receive

community feedback. This needs to be done in accordance with the Transportation Development Act and PUC § 99401.5 – Unmet Transit Needs Finding, which states, “The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency.” The definition of “Unmet Transit Need” and “Reasonable To Meet” were last established on April 20, 2022. These definitions should be re-visited to keep up with the needs of residents and allow for flexibility to extend programs as new policies such as Regional Transportation Plan and expenditure plans for tax measures such as Measure T come together.

A. Community Engagement within the Community of La Viña Reflects the Need for both additional and better service

As always, we are appreciative of the opportunity to participate in this public process, and the opportunity to collaborate with Madera County and MCTC staff members. Our organization has now participated in over 5 unmet transit needs hearings. Each time we have elevated the needs and priorities of disadvantaged unincorporated communities such as Fairmead and La Viña. This year’s participation comes with additional information gathered from a survey in partnership with Madera County. For this survey we knocked on all of the doors within the immediate¹ township of La Viña. We extend our gratitude to the Madera County Staff members coordinating this outreach and analysis to best serve Maderans. Within our outreach event we collected 40 surveys from La Viña residents and hosted a Community Meeting within the community of La Viña with Madera County Staff and Madera County Transportation Commission Staff Members. While the main objective of this outreach event was to identify “If there was an option to change the two current departure times for the La Vina Route from 8:45AM and 1:00PM to 7:30AM and 5:30PM, would that be: better, worse, about the same” for public transit users, we were able to gather other valuable information.

We will be using information from this survey to represent and advocate for the needs of La Viña residents. From the surveys we collected, some highlights included:

- ❖ 25% of respondents used public transportation on a weekly or monthly basis. Respondents were about what prevented them from using public transportation more often.
- ❖ The top obstacles for access to public transportation included the current bus schedule, weather, accessibility features, and personal safety.
- ❖ The top requests included increasing the number of days the bus passed by the community and increasing the number of times the bus came by per day.
- ❖ Over half of the respondents said they would consider to start using public transit or use it more if these issues were addressed.

Ultimately, the need and support for public transportation were evident for community members. While the need may be evident to us and is reflected in the surveys collected, we ask for the continued outreach within small, unincorporated communities like La Viña. Figure 7 Distribution of Potentially Transit Dependent Populations by Census Tract of the Unmet Transit Needs FY 2025-2026 Final Analysis and Recommendations Report June 2025 does not include the La Viña Census Tract. However, the same report places the population of La Viña at 538 (Table 2) and the 2023 Population Estimate of Persons

¹ [https://www.epa.gov/sanjoaquinvalley/epa-activities-cleaner-air#:~:text=The%20San%20Joaquin%20Valley%20has%20some%20of,are:%20*%20**Ozone%20\(smog\)**%20*%20**Particulate%20pollution**](https://www.epa.gov/sanjoaquinvalley/epa-activities-cleaner-air#:~:text=The%20San%20Joaquin%20Valley%20has%20some%20of,are:%20*%20**Ozone%20(smog)**%20*%20**Particulate%20pollution**)

with Disabilities population at 126, making the potential percentage of transit dependent residents at 23.4%. This percentage is comparable or greater to the census tracts identified in Figure 7. Despite having small populations, rural areas and transit dependent residents deserve to have their needs represented and addressed.

B. Need to Prioritize Funding for Public Transit in Disadvantaged Communities

In previous years the Fare Box Recovery Rate of 10% has previously been cited to negate the unmet transit needs of La Viña Community Members. We refer back to Article 8 Section 99401.5 of the California Public Utilities Code states “the fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.” Additionally, not only are the Farebox recovery ratios under exemption,²The Transportation Development Act also makes room to respond to community² needs by providing allowable exemptions to the Fare Box Recovery Rate. The allowable expense exemptions are (1) the cost of providing ridesharing (carpooling and vanpooling) services, (2) the additional costs (exceeding the CPI-adjusted prior year costs) of providing “comparable, complementary,” ADA-compliant paratransit service, and (3) the cost of new routes or extensions of public transit service “until two years after the end of the fiscal year in which the extension of services was put into operation” (PUC § 99268.8). Many community members state that they do not use the transit system because it is not responsive to their needs. A two year period with additional hours can better serve the needs of residents and reflect the true need of public transit within small, disadvantaged communities.

The current Eastin Arcola - Ripperdan - La Vina Route schedule only passes three days a week with only one route a day does not meet the needs of many community members. Not only does La Viña have a limiting schedule, it is also not serviced by other programs such as Dial-A-Ride. PUC § 99155.1, states, “In areas where public transit services are unavailable, local transit providers shall give priority, in the use of funds allocated under the CalWORKs program and made available by the county, to the enhancement of transportation alternatives, such as, but not limited to, subsidies or vouchers, van pools, and contract paratransit operations, in order to promote welfare-to-work purposes.” Many of the transit needs in communities such as La Viña are surrounding medical appointments. MCTC needs to look for additional partnerships with various other medical and social service programs to pool resources to create a more responsive transportation system. Additionally, Agenda Item 7-7-B from MCTC’s Policy Board on May 29, 2024 show that in previous years, 2022 and 2023 Road Construction and maintenance took 54% and 76% of total TDA Expenditures, while Madera County Connection Transit Costs only took 19% and 21% respectively. Before TDA funds are used for Road construction and maintenance, public transit systems should be further funded to meet the needs of residents.

C. Incorporate Direct Community Asks

(1) System Wide Recommendations

(a) Apply for grant funding to secure free rides for students

² <https://legiscan.com/CA/text/AB149/id/2425119>

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

(b) Increased Trainings for Bus Drivers

Residents have reported concerns over interactions with drivers. This includes safety concerns from residents over bus drivers starting to drive before passengers have taken a seat. This is particularly concerning for elderly passengers and those traveling with small children. Scheduling concerns may be a priority for drivers, however practices prioritizing safety for passengers should also be implemented and prioritized.

(c) Create a “How To” Video Vlog or “Reel” to Teach Residents About the Bus Service in English and Spanish

Through recent outreach efforts, it has become apparent various residents do not use the bus because they do not know how to use it, are unaware of the services, or are intimidated by the bus system. A short “How To” video could help increase ridership for those who may have a need for public transportation, but have not used it before. If needed, our organization would be happy to partner for something like this.

(2) Within the Eastin Arcola - Ripperdan - La Vina Route

(a) Increase route services to include two drop off times into the community of La Viña

While the proposed new schedule will better respond to residents needs, an additional route is still needed. This new route will allow for residents to have a greater opportunity to have their needs met. This would also allow parents who may have an errand to run in the City to be back in time to pick up their children from the school bus.

(b) Increasing the service days from Monday, Wednesday, Friday to at minimum include an additional week day and one weekend day

Residents reported that many of their transportation needs revolve around doctor appointments, and sometimes those are not available under the current days the route runs, signifying a need to have an additional weekday covered. Additionally, residents spoke to the need for those who may have to work during the week, but do not have their own transportation methods. They are currently not able to use the bus. A weekend route would allow residents to go into the City for groceries and other needs.

(c) Increase micro transit options within the Community of La Viña, create partnerships to extend Dial-A-Ride service to the Community of La Viña

As previously noted, the current bus schedule does not respond to the transportation needs of many within the community. While we understand new routes and increased bus line services will take time to develop, micro transit options could be a faster way to respond to residents needs. This could include partnering with other social service agencies also targeting Disadvantaged Unincorporated Communities.

(d) Incorporate a bus shelter, light post, and waste basket onto the stop on Vina St

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The top reasons why residents were discouraged from public transportation included weather, accessibility, and safety. Incorporating bus infrastructure such as bus shelters, light posts, and waste baskets at stop would address some of these needs. Residents have requested to either make the improvements at the current location by partnering with the resident living near the residence of the bus stop or by slightly relocating the bus stop to be in a sidewalk that would allow for the installation of the bus stop to be ADA compliant.

Thank you for the opportunity to submit this letter as part of this important public process. We welcome continued collaboration with Madera County residents, MCTC staff, and the Board.

Leadership Counsel for Justice and Accountability and I stand ready to serve as a resource to MCTC in addressing these unmet transit needs. Please do not hesitate to reach out with any questions.

Sincerely,

Andrea Uribe Policy
Advocate
Leadership Counsel for Justice and Accountability

[Social Services Transportation Advisory Council Recommendation:](#) Following the recommendation from the Social Services Transportation Advisory Council (SSTAC) and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the departure schedule will be changed to 8:00AM and 6:20PM from La Viña. Current ridership is 1.2 riders per day on the Eastin Arcola – Ripperdan – La Viña route, which may be improved with planned service changes. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to address service gaps and increase frequency in La Viña in the future. Therefore, the SSTAC requests Madera County to move towards a clear, defined path toward implementation of a pilot microtransit project during the next fiscal year.

Right-of-way limitations at the Viña Street bus stop currently prevent installation of a shelter and lighting. Resolving these constraints will require additional analysis to identify feasible solutions.

[Madera County Transportation Commission Response:](#)

January 21, 2026
Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability

Dear Ms. Uribe:

Thank you for your letter dated November 12, 2025, and for your work with rural communities in Madera County. MCTC appreciates the effort you dedicate each year to ensure that residents, particularly those in

disadvantaged unincorporated communities, have meaningful opportunities to share their transportation needs and priorities.

Below are responses to the major points raised in your letter.

A. Incorporating Public Input to Determine the Definitions of “Unmet Transit Need” and “Reasonable to Meet” Into Public Engagement Process

MCTC recognizes the importance of periodically reviewing the definitions of “Unmet Transit Need” and “Reasonable to Meet,” as allowed under the Transportation Development Act (TDA).

The TDA Guidelines require that definitions be adopted by resolution and that the Regional Transportation Planning Agency (RTPA) consult with the Social Services Transportation Advisory Council (SSTAC) and hold a public hearing as part of the overall unmet transit needs process. However, the Guidelines do not specify how the definitions must be developed or revised, or how frequent updates should occur. This is left to the discretion of each RTPA. While the Guidelines do not explicitly mandate that every update of definitions undergoes a formal public or SSTAC review process, this review is the practice followed by most RTPAs.

As you acknowledged in your letter, MCTC’s definitions were most recently reviewed and updated in spring 2022. The update process included a public review period from February 16 through March 18, 2022, during which members of the public and stakeholders were invited to comment. The SSTAC also conducted a comparative review of definitions used by other regional transportation planning agencies to ensure alignment with best practices and state guidance.

During this review, the SSTAC considered several rounds of input from members of the public and from the Leadership Counsel for Justice and Accountability. Based on that input, the SSTAC recommended revisions to clarify how “unmet transit need” and “reasonable to meet” are defined in Madera County. The MCTC Policy Board subsequently adopted the updated definitions by Resolution 22-01 following public notice and recommendation from the SSTAC. This process ensured that the adopted definitions reflected statutory requirements and local transportation conditions.

It is equally important to maintain stability in these definitions so they can be applied consistently across multiple unmet transit need process cycles. Changing the definitions each year would undermine that consistency and make it more difficult for the public to understand how findings are being made. It could also create a perception that the SSTAC’s recommendations are shifting in an ad hoc or haphazard manner, rather than following a clear and predictable framework. Allowing the definitions to remain in place for several cycles provides the opportunity to evaluate how well they function in practice, identify any gaps or challenges, and determine, based on experience, whether adjustments are warranted.

That said, in the future, MCTC may revisit the definitions as needed through the same transparent, public process used in 2022. Any proposed changes would include meaningful public involvement and review by both the SSTAC and the Policy Board.

B. Community Engagement and Survey Findings in La Viña

Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to better understand their specific transportation needs and travel patterns to make sure that any future changes are aligned with existing rider preferences. We appreciate the Leadership Counsel’s participation in this effort. Based on the feedback of the majority of the

residents, the departure schedule will be changed to 8:00AM and 6:20PM from La Viña. The survey and subsequent community meeting in La Viña on November 6, 2025, provide constructive feedback that supplement the broader UTN outreach conducted throughout the county.

MCTC remains committed to direct engagement in rural communities and will continue working with partners, including Leadership Counsel and Madera County, to ensure that residents have accessible opportunities to participate.

C. Farebox Recovery and TDA Priorities

We acknowledge your reference to relevant TDA sections, including allowable exemptions for pilot projects and the requirement that funding limitations cannot serve as the sole basis for determining that a transit need is not reasonable to meet. As part of the annual UTN process, the SSTAC and MCTC Policy Board evaluate potential service changes using all TDA-required criteria, including cost-effectiveness, operational feasibility, and systemwide impacts.

Regarding TDA expenditures, it is important to clarify that MCTC does not directly determine how each jurisdiction allocates its TDA apportionment once funds are released. And yes, Cities and the County must first apply TDA funds to public transit needs before using any remaining funds for streets and roads. These allocations are subject to fiscal audits and compliance reviews. Your comments on prioritizing transit investment will be shared with the MCTC Policy Board.

Additionally, MCTC appreciates the reference to CalWORKs transportation provisions; however, to avoid confusion, CalWORKs funding and program administration are managed by Madera County Department of Social Services, not MCTC. While MCTC does not oversee or allocate CalWORKs resources, we agree that coordination between transit providers and social service agencies is important for improving access for residents who rely on transportation for medical, work, and family needs. As part of the upcoming update to MCTC's Coordinated Public Transit–Human Services Transportation Plan, the Madera County Department of Social Services and other social service agencies will be engaged as stakeholders to help guide the plan's development.

MCTC will continue to support collaboration among the County, transit operators, and relevant service providers to identify opportunities to enhance transportation options in underserved areas, consistent with each agency's roles and responsibilities.

D. Direct Community Requests

1. Systemwide Recommendations

Free student rides:

MCTC is committed to supporting efforts that reduce transportation barriers for youth and students. As the designated recipient of Low Carbon Transit Operations Program (LCTOP) Section 99313 funds for the Madera County region, MCTC allocates these funds to local transit agencies based on population, ensuring that selected projects meet LCTOP's criteria of reducing greenhouse gas emissions and improving mobility, especially in disadvantaged communities.

We agree that it is good practice to look at and learn from other agencies to identify successful programs that could potentially be replicated. It was mentioned in your letter that "MCTC follow in the footsteps of other jurisdictions like Ventura County which have launched pilot programs allowing students to ride public transit for

free”. Ventura County Transportation Commission (VCTC) serves as a Regional Transportation Planning Agency similar to MCTC; however, a key distinction is that VCTC also functions as a transit operator, with dedicated staff and vehicles to directly implement and operate transit services, including pilot programs such as fare-free student initiatives. In contrast, MCTC does not operate transit services and relies on local transit agencies to plan, implement, and operate transit within Madera County. As such, MCTC does not have the staffing, operational capacity, or resources to purchase vehicles or directly operate transit services. While MCTC does not operate transit services or select specific projects on behalf of local agencies, recent investments have supported solar-powered charging infrastructure for zero-emission fleets and have helped improve transit service in priority population areas. Currently, Madera Metro’s fixed-route system is fare-free, and dial-a-ride service is free for students and seniors. Paratransit service is also free for eligible users. Local agencies may continue to pursue grant opportunities or utilize LCTOP funds to help subsidize fares or enhance overall transit service.

Increased bus driver trainings:

Regarding the comments related to driver behavior and safety, Madera County Connection drivers receive 60 hours of extensive training as part of their initial onboarding and continue to receive two hours of safety training each month. The training includes passenger assistance, ADA protocols, defensive driving, and operational safety procedures. Most people who fill out the UTN surveys indicate that they feel safe using public transit in Madera County.

At the recent community meeting in La Viña, it was also clarified that the specific drivers referenced in some of the concerns raised by attendees are no longer employed as drivers. They also shared that they are satisfied with the current drivers serving the route.

MCTC also encourages riders to report any safety or customer service issues immediately to the transit agency as they occur. These are considered operational issues, and timely reporting allows the agency to investigate and address them promptly. The Unmet Transit Needs process is not intended to resolve individual operational complaints unless there is evidence of a systemwide or widespread deficiency among drivers. Only in such cases would it rise to the level of an unmet transit need.

Transit “How-To” video materials:

We agree that transit education tools can help new riders better understand available services. The transit agencies can explore the possibility of developing multilingual informational videos or materials.

2. Eastin Arcola – Ripperdan – La Viña Route

Additional trips and expanded service days:

These requests will be evaluated through the UTN process using the MCTC Policy Board adopted “unmet transit need” and “reasonable to meet” criteria. The new survey results from La Viña will be included as part of this year’s assessment.

Microtransit or expanded Dial-A-Ride options:

The County is currently assessing how to implement microtransit based on the study that was completed last year.

Bus stop amenities on Viña St:

MCTC agrees that shelters and lighting improve safety and comfort. Implementation depends on right-of-way,

ADA feasibility, and coordination with the County or City. As was discussed at the recent La Viña community meeting, the County will investigate possible solutions in coordination with nearby residents.

Additional Ongoing Transit Improvement Efforts

MCTC and local transit agencies have multiple ongoing initiatives to improve service countywide. These planning efforts help ensure that any strategies or service changes implemented are data-driven, feasible, and aligned with long-term needs.

MCTC is currently utilizing SB 125 Transit Program funds to prepare a long-term financial plan for the three local transit operators in Madera County. The project will analyze existing transit performance, evaluate ridership, service, and capital alternatives, and deliver a comprehensive long-range financial strategy to guide Madera County's transit investments through 2036. The resulting plan will support a transit system that better meets rider needs with improved service quality, efficiency, and long-term stability. In addition, MCTC will be updating its Short-Range Transit Plan (SRTP) and Coordinated Public Transit Human Services Transportation Plan next year and have applied for a Caltrans Sustainable Transportation Planning Grant to secure consultant support for this work. The SRTP will provide a detailed blueprint for how transit services can be improved and funded over the next several years. It evaluates current performance, identifies service needs, and outlines specific strategies for routing, scheduling, capital investments, and operations. By clearly defining priorities and aligning resources, an SRTP helps local transit agencies make informed, efficient decisions.

The City of Madera is conducting a microtransit feasibility study and recently launched a public survey to gather input on potential improvements. Residents can provide their feedback [here](#). The study is planned to be completed next year.

The County of Madera is also in the early stages of implementing recommendations from its recently completed microtransit study. The County has also applied for a Caltrans Sustainable Transportation Planning Grant to complete a Madera County Transit Master Plan: Vision 2047. If the grant is awarded, this project will provide Madera County an important opportunity to effectively integrate emerging trends and innovations in public transit and will outline a clear path toward implementation with measurable, community-focused outcomes.

Collectively, these efforts reflect a coordinated commitment to enhancing mobility options and strengthening the overall transit network for residents throughout the county.

Closing

Thank you again for your thoughtful comments, community engagement, and ongoing collaboration. Your input will be included in the official record for the FY 2026–27 Unmet Transit Needs process and shared with the SSTAC and MCTC Policy Board as part of their deliberations.

We look forward to continued partnership in supporting the mobility needs of residents throughout Madera County. Please feel free to reach out with any questions or to discuss any item in greater detail.

Sincerely,

Madera County Transportation Commission

Appendix

- A. Social Services Transportation Advisory Council Meeting Agenda – September 9, 2025
- B. Social Services Transportation Advisory Council Meeting Agenda – December 9, 2025
- C. Social Services Transportation Advisory Council Meeting Agenda – March 10, 2026
- D. Social Services Transportation Advisory Council Recommendations to MCTC Policy Board
- E. MCTC Policy Board Signed Resolution 26-01 – Unmet Transit Needs Findings FY 2026-27

Appendix



Meeting of the Social Services Transportation Advisory Council

MEETING LOCATION

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

Or join via Zoom

<https://us06web.zoom.us/j/89705095477?pwd=Eam6aEDVgFVljdOGQBoVfgp1whjd1Q.1>

Meeting ID: 897 0509 5477

Passcode: 208069

Call in: +1 408 638 0968

DATE

September 9, 2025

TIME

12:00 PM

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Raeanne Jain	Local Social Service Provider for Persons with Disabilities
Monty Cox	Social Service Transportation Provider for Older Adults
Bertha Vega, Vice Chair	Local Social Service Provider for Persons of Limited Means
VACANT	Social Service Transportation Provider for Persons with Disabilities
Mattie Mendez	Local Social Service Provider for Older Adults
Franklina Bogan	Potential Transit User Who is 60 Years of Age or Older
Lynda Schafhauser	Potential Transit User Who is 60 Years of Age or Older
Olga Garcia	Local Social Service Provider for Older Adults
Cynthia Ortegon	Potential Transit User Who Has a Disability

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

Item	Description	Enclosure	Action
1.	Roll Call		
2.	<p>Public Comment</p> <p>This time is made available for comments from the public on matters within the Council'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 Council 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 Council does not respond to 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 Council when that agenda item is called.</p>		
3.	Approve Minutes of April 29, 2025, Social Services Transportation Advisory Council Meeting	Yes	Action
4.	<p>Election of Officers</p> <ul style="list-style-type: none"> • Appoint Chair for FY 2025-26 • Appoint Vice Chair for FY 2025-26 	No	Action
5.	<p>Unmet Transit Needs FY 2026-2027</p> <ul style="list-style-type: none"> • SSTAC Interested Individuals Letter – English • SSTAC Interested Individuals Letter - Spanish • Unmet Transit Needs Flyer • Caltrans Approval Letter for FY 2025-26 	Yes	Discussion
6.	Announcements	No	Discussion
7.	Adjourn		



ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, April 29, 2025

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, April 29, 2025, and was called to order by Chair Frank Simonis, at 12:02 pm.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Has a Disability – appeared via Zoom
Bertha Vega, Vice Chair, Social Service Provider for Persons of Limited Means*
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Monty Cox, Social Service Transportation Provider for Older Adults
Nancy Ramirez, Social Service Provider for Persons with Disabilities
Cynthia Ortegon, Potential Transit User Who Has a Disability
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older*
Mattie Mendez, Social Service Provider for Older Adults

MEMBERS ABSENT

Olga Saucedo-Garcia, Social Service Provider for Older Adults

MCTC STAFF PRESENT:

Natalia Austin, Senior Regional Planner
Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner
Troy McNeil, Deputy Director/Fiscal Supervisor

VISITORS PRESENT:

Lorena Mendibles, Caltrans District 6, Senior Transportation Planner, Transit Specialist
Andrea Uribe, Leadership Counsel for Justice and Accountability, Policy Advocate
Raeanne Jain, Madera County Department of Social Services, Administrative Services Officer
Geraldine Lakey, Madera County Department of Public Works, Administrative Services Officer

*appeared after roll call

1. Roll Call

At 12:02 pm, Chair Frank Simonis called the meeting to order and instructed that roll call for attendance be taken. It was determined that a quorum was present.

2. Public Comment

None.

3. Approve Minutes of February 4, 2025, Social Services Transportation Advisory Council Meeting

Mattie Mendez moved to approve the minutes of the February 4, 2025, Social Services Transportation Advisory Council Meeting.

Seconded by Frank Simonis.

Roll Call Vote:

Ayes: Frank Simonis, Nancy Ramirez, Lynda Schafhauser, Monty Cox, Mattie Mendez, Cynthia Ortegon

Noes: None

MOTION CARRIED UNANIMOUSLY

4. Unmet Transit Needs Comment Analysis

The SSTAC reviewed twenty-four comments that were received during April 26,2024 – April 24,2025. Eight of the comments were identified as potential unmet transit needs and were evaluated using the “unmet transit need” and “reasonable to meet” definitions.

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

- PROVIDE TRANSPORTATION TO UC MERCED AND MERCED COLLEGE

SSTAC Recommendation: Not an unmet transit need.

Discussion: This route is approximately 70 miles roundtrip and would take 2.0 hours to complete. At Madera County Connection’s (MCC) current operating expense, it will cost approximately \$200 per roundtrip to provide. To achieve the targeted Fare Box Recovery Rate of 10% and an average fare of \$1.57 per passenger, this route would require a minimum of thirteen passengers per run, with two runs per day, or 26 passengers total. There was a route in the past that was discontinued due to low ridership. MCC is interested in collaborating with the university to assess its feasibility and if there is enough potential ridership, would like UC Merced to consider contributing funding support for this route. Caltrans has suggested securing funding for a study to evaluate the need for this

service and potentially partnering with MCTC to conduct it. Additional planning and coordination will be necessary to move this effort forward.

- INCREASE THE FREQUENCY ON THE VALLEY CHILDREN’S ROUTE. THE GAP BETWEEN THE 11:51AM AND 3:15PM DEPARTURES IS TOO LONG.

SSTAC Recommendation: Not an unmet transit need.

Discussion: This route is approximately 40 miles roundtrip and takes about 1.4 hours to complete. Based on MCC’s current operating expenses, it costs approximately \$132 per roundtrip to provide service. In order to meet the targeted Fare Box Recovery Rate of 10%, and assuming an average fare of \$1.57 per passenger, a minimum of 9 passengers per roundtrip would be needed. However, with an average of only 3 riders per run last year, reaching this ridership level does not appear to be a realistic expectation at this time. Microtransit may offer a flexible and cost-effective solution to provide increased service in this area. MCC is currently exploring potential funding sources to support this option. Future development, The Hill, is anticipated near the hospital, which could generate additional demand for transportation services. In particular, janitorial and other hospital staff residing in Madera may rely on this service for commuting, highlighting the potential need for targeted transit solutions. MCC regularly assesses any change in service demand and will adjust accordingly.

- INCREASE THE FREQUENCY TO THE COMMUNITY OF LA VINA TO MONDAY – FRIDAY BETWEEN 7:30AM – 3:30PM OR AT 7:30AM, 1:00PM, AND 5-6:00PM. RIDERS FROM LA VINA GET STRANDED IN MADERA BECAUSE THERE ISN’T ENOUGH FREQUENCY TO GET BACK HOME AFTER APPOINTMENTS (MULTIPLE COMMENTS)

SSTAC Recommendation: Not an unmet transit need.

Discussion: This route covers approximately 22 miles roundtrip and takes about 1.1 hours to complete. Currently, it requires approximately \$106 per roundtrip to operate. To meet the target Fare Box Recovery Rate of 10%, with an average fare of \$1.57 per passenger, the route would need at least 7 passengers per trip. However, the service averaged only 1.7 riders per run last year, making the goal of 7 passengers per roundtrip unlikely under current conditions. MCC will further survey the riders of this route to better understand their specific transportation needs and travel patterns to ensure that any future changes are aligned with existing rider preferences.

- PROVIDE SERVICE FROM OAKHURST (ALL MOUNTAIN COMMUNITIES) TO GET TO MADERA COUNTY SUPERIOR COURT BY 8:00AM, MONDAY-FRIDAY FOR COURT APPEARANCES, JURY DUTY, ETC.

SSTAC Recommendation: Not an unmet transit need.

Discussion: The frequency of service in Oakhurst increased from 3 runs to 5 runs, better accommodating demand. Additional runs will be considered as ridership continues to

grow. However, to reach Madera from Oakhurst by 8:00 a.m., service would need to begin as early as 4:00 a.m. from Madera, which presents challenges in terms of both operations and ridership. Sustaining a run that early in the day may not be feasible without sufficient passenger demand.

- PROVIDE LOCAL SERVICE IN OAKHURST ON SUNDAY TO GO TO CHURCH SERVICES

SSTAC Recommendation: Not an unmet transit need.

Discussion: Microtransit may offer a flexible and cost-effective solution to provide increased service in this area. MCC is currently exploring potential funding sources to support this option.

- ADD A BUS STOP AT THE NEW RIVER GROVE APARTMENT COMPLEX IN OAKHURST

SSTAC Recommendation: Not an unmet transit need.

Discussion: There is an existing stop at the park and ride that is within a quarter of a mile of the River Grove apartments.

- NEED AN APP TO TRACK THE BUSES IN REAL TIME AND GET UPDATES WHEN THE BUS IS LATE, HIGH TRAFFIC, ETC.

SSTAC Recommendation: Not an unmet transit need.

Discussion: Riders can use MCCtransit.com to track the County's buses. The Transit App (by Swiftly) also provides the location of the bus in real-time. The schedules are also accessible on the app.

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:

- INCREASE THE FREQUENCY OF BUSES AND SUNDAY SERVICE AS WELL AS EXPAND THE HOURS OF OPERATION IN THE CITY OF MADERA

SSTAC Recommendation: Not an unmet transit need.

Discussion: (Metro) Dial-a-ride service is available on Sundays. There have been some comments in the past regarding additional service on Sunday. 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. While the City is open to ongoing consideration for additional expansion of services, at this time the requests have been very minimal. Additionally, consideration of any expansion of program changes requires a budget review to ensure financial sustainability of services.

- NEED AN APP TO TRACK THE BUSES IN REAL TIME AND GET UPDATES WHEN THE BUS IS LATE, HIGH TRAFFIC, ETC.

SSTAC Recommendation: Not an unmet transit need

Discussion: Madera Metro (City of Madera) is in the process of contracting with a vendor to work on a Micro-Transit Feasibility Study. It is anticipated that this study will include the integration of technology platforms to address the identified feedback.

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Chowchilla (CATX).

The rest of the comments received were determined to be either operational or non-transit issues. Direction was given to forward these comments to the appropriate agencies to be addressed.

Frank Simonis made a motion, recommending for Madera County for FY 2025-26: There are no unmet transit needs.

For the City of Madera for FY 2025-26: There are no unmet transit needs.

For the City of Chowchilla for FY 2025-26: There are no unmet transit needs.

Seconded by Franklina Bogan.

Roll Call Vote:

Ayes: Frank Simonis, Nancy Ramirez, Lynda Schafhauser, Monty Cox, Mattie Mendez, Cynthia Ortegon, Bertha Vega, Franklina Bogan

Noes: None

MOTION CARRIED UNANIMOUSLY

5. Appoint SSTAC Representative to attend MCTC Policy Board Meeting on May 21, 2025

Chair Frank Simonis volunteered to represent the SSTAC at the MCTC Policy Board meeting on May 21, 2025.

Mattie Mendez made a motion to appoint Frank Simonis to represent the SSTAC at the MCTC Policy Board Meeting on May 21, 2025.

Seconded by Franklina Bogan.

Roll Call Vote:

Ayes: Frank Simonis, Nancy Ramirez, Lynda Schafhauser, Monty Cox, Mattie Mendez, Cynthia Ortegon, Bertha Vega, Franklina Bogan

Noes: None

MOTION CARRIED UNANIMOUSLY

6. Discuss Future Meeting Dates and UTN Process Schedule

MCTC proposes moving the UTN process from the spring to the fall for a few key reasons. Transit agencies start budget planning in January. If MCTC moves the process to the fall, the SSTAC's recommendations can help inform the budget. Additionally, in fall there are plenty of community events that MCTC staff regularly attend. These events are great chances to "meet people where they are" and hear what their transit needs are. The State does not lock MCTC into a specific schedule, only requiring that the UTN documentation is submitted before August 15 of the fiscal year of the TDA funding allocation. Tentative dates for the SSTAC meetings are:

- Tuesday, September 9, 2025
- Tuesday, December 9, 2025
- Tuesday, March 10, 2026
- Tuesday, June 9, 2026

SSTAC members expressed support for this proposed change. Chair Simonis directed SSTAC members to mark the new meeting dates on their calendars, noting that they can change if needed.

7. Announcements

SSTAC member, Lynda Schafhauser, mentioned community events on May 6 and May 8 taking place at the main library in Madera. The following Saturday there will be a pop-up event, the Spring Fling, at the United Methodist Church.

8. Adjourn

The meeting was adjourned by Chair Frank Simonis at 1:16 PM.



STAFF REPORT
Social Services Transportation
Advisory Council Meeting
of September 9, 2025

AGENDA ITEM: 5

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Initiate FY 2026-27 Unmet Transit Needs Process

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

MCTC is the administrator of the Transportation Development Act (TDA) funds for Madera County and 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 before any TDA funds are expended for non-transit uses, such as streets and roads.

The TDA also requires that MCTC establish a Social Services Transportation Advisory Council (SSTAC). The Public Utilities Code (PUC) defines the required membership of the SSTAC. The SSTAC solicits public input regarding transit service needs for transit-dependent and transportation-disadvantaged persons, including older adults, persons with disabilities and low-income persons. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

Each year, the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on public transit service needs within Madera County. The request for comments letter, included in the agenda package, will be mailed later this month.

There are several opportunities for Madera County residents to give their input on transit service needs. As required by law, a public hearing will be held at the regular MCTC Policy Board meeting. A public notice will be printed in the local newspaper to publicize the hearing.

A Spanish language interpreter will be available at the hearing for those who wish to provide public comments in Spanish.

MCTC’s Unmet Transit Needs public hearing is scheduled as follows:

PUBLIC HEARING – Wednesday, October 22, 2025, at 3:00 p.m.

This public hearing will be in person and via Zoom using the October MCTC Board Meeting [link](#).

In addition, MCTC staff will be attending several community events in September and October to provide residents with an opportunity to learn about the Unmet Transit Needs process and to provide comments. However, it is easy to participate in the Unmet Transit Needs process throughout the year in many convenient ways. Options include submitting a comment by phone, mail, email, or by filling out an online survey.

The Unmet Transit Needs webpage on MCTC’s website is a good resource for interested residents seeking information regarding the Unmet Transit Needs process, to submit a comment, or view past years’ Unmet Transit Needs reports.

MCTC Unmet Transit Needs webpage: [Click here](#)

Unmet Transit Needs Bilingual Survey link: [Click here](#)

Unmet Transit Needs English and Spanish Comment Form: [Click here](#)

Unmet Transit Needs Video Presentations: [English](#) or [Spanish](#)

When	Where	In-Person	Virtual
September 4 - 7 All day	Madera District Fair 1850 W Cleveland Avenue Madera, CA 93637	Yes	No
September 20 8:00 am – 2:30 pm	Chowchilla Classic Car and Bike Show 600 W Robertson Boulevard Madera, CA 93636	Yes	No
September 27 8:00 am – 3:00 pm	Madera Booths in the Park 210 W Yosemite Avenue Madera, CA 93637	Yes	No
October 10 - 12 All day	Oakhurst Fall Festival 49044 Civic Circle Oakhurst, CA 93644	Yes	No
Public Hearing Wednesday, October 22 at 3:00 PM	MCTC Policy Board Meeting 2001 Howard Road, Ste. 201 Madera, CA 93637 See MCTC website for Zoom information	Yes	Yes

FISCAL IMPACT:

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

August 11, 2025

TO: Interested Individuals and Organizations

FROM: Natalia Austin, Senior Regional Planner on behalf of the
Social Service Transportation Advisory Council

SUBJECT: Unmet Transit Needs for Fiscal Year 2026-2027

The Madera County Transportation Commission (MCTC), as a federally designated regional transportation planning agency (RTPA), is responsible for annually assuring that public transportation needs are being “reasonably met.”

The MCTC’s Social Service Transportation Advisory Council (SSTAC) was established, consistent with State Law (SB 498, 1987), to address transit issues within Madera County. It comprises a broad representation of social service agencies, transit operators and users, and is responsible for making recommendations to the MCTC Policy Board regarding transit service needs and issues.

Each year, MCTC conducts a thorough evaluation of existing and potential public and social service transit services in Madera County. The resulting recommendations align with the Regional Transportation Plan and its supporting implementation, technical, and budgeting documents.

Feedback is valued from a wide range of sources, including elected officials, administrative and technical staff, private and public sector representatives, union representatives, social service agency staff and clients, and members of the general public. Comments from any organization or individual who wishes to contribute are welcomed.

If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service, or private sector operators, we request that you submit appropriately detailed documentation to assist the SSTAC in evaluating the potential for new or expanded transit service. Please include the following details in your request:

- general area where the new service will be provided.
- specific origin and destination information.
- trip times and frequency.
- estimate of potential riders who intend to use the service.

- benefit to older adults, persons with disabilities, transit-dependent, or general population.
- estimate of the potential cost of the new or expanded service.

If the proposed new or expanded service is recommended by the SSTAC to be determined an unmet transit need, then an in-depth service proposal may be developed by appropriate transit agency staff to determine if it is reasonable to meet based on the MCTC Policy Board adopted definitions of “Unmet Transit Needs” and “Reasonable to Meet”.

Following the legally noticed public hearing on October 22, 2025, the SSTAC will consider all information collected during the unmet transit needs process and make a formal recommendation regarding unmet transit needs to the MCTC Policy Board at its scheduled meeting on January 21, 2026. The MCTC Policy Board makes the final determination and adopts a “finding of fact” for Madera County by resolution. The finding is necessary prior to the approval and allocation of State Transportation Development Act funds for transit and/or street and roads projects to transit operators and MCTC member agencies.

Please send all written comments to the address listed below:

Natalia Austin, Senior Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

You may also submit comments via email, phone call, by mail, or in person. If you have any questions about the Unmet Transit Needs process, please do not hesitate to contact me at: 559-675-0721 ext. 6 or naustin@maderactc.org.

Thank you for your assistance and I look forward to hearing from you.

agosto 11 del 2025

PARA: Organizaciones y personas interesadas

DE: Evelyn Espinosa, Planificador de Transporte, de parte del Consejo Asesor de Transporte de los Servicios Sociales

ASUNTO: Necesidades de transporte público para el año fiscal 2026-2027

La Comisión de Transporte del Condado de Madera (MCTC), como agencia de planificación de transporte regional designada a nivel federal, es responsable de asegurarse anualmente de que las necesidades de transporte público estén siendo “razonablemente cubiertas”.

En conformidad con la Ley estatal (SB 498, 1987), se estableció el Consejo Asesor de Transporte de los Servicios Sociales (SSTAC) de la MCTC con el fin de abordar los problemas de transporte en el Condado de Madera. El Consejo incluye una amplia representación de las agencias de los servicios sociales, los operadores de transporte y los usuarios, y tiene la responsabilidad de enviar recomendaciones al Comité de Política de la MCTC respecto de los problemas y las deficiencias en el servicio de transporte.

Cada año, la MCTC lleva a cabo un exhaustivo proceso para planificar, programar, analizar y evaluar los servicios de transporte de los servicios sociales y públicos generales, tanto existentes como posibles, dentro del Condado de Madera. Los resultados deben ser coherentes con el Plan de transporte regional adoptado y los documentos de implementación, técnicos y presupuestarios que lo respaldan.

Además de la participación activa de los funcionarios electos, el personal administrativo, el personal técnico, los representantes públicos y privados, los representantes de los sindicatos, el personal de la agencia de servicios sociales, los clientes y los representantes del público en general, alentamos a las organizaciones y las personas como usted a que participen con sus comentarios.

Si conoce una necesidad específica de transporte que no esté siendo cubierta en la actualidad por medio de uno de los operadores existentes del sector privado, los servicios sociales o el sistema público general, le pedimos que envíe un documento correctamente detallado para ayudar al SSTAC a evaluar el potencial de un servicio de transporte público nuevo o ampliado. Por favor incluya los siguientes detalles en su solicitud:

- Área general donde se brindará el nuevo servicio;
- información sobre el origen y el destino específicos;
- horarios y frecuencia de los viajes;
- cálculo aproximado de los posibles clientes que planean utilizar el servicio;
- beneficio a personas mayores, personas con discapacidad, dependientes del transporte público o población en general;
- estimación del costo potencial del servicio nuevo o ampliado.

Si el SSTAC recomienda que el servicio nuevo o ampliado propuesto sea una necesidad de transporte público insatisfecha, entonces el personal apropiado de la agencia de transporte público puede desarrollar una propuesta de servicio detallada para determinar si es razonable para cumplirse basado en las definiciones de “Necesidades de Transporte Público insatisfechas” y “Razonables de Satisfacer” adoptadas por la Junta de Políticas de MCTC.

Después de la Audiencia Pública del 22 de octubre de 2025, el SSTAC considerará toda la información recolectada durante el proceso, tomará una determinación y elevará una recomendación respecto de las “necesidades de transporte público sin cubrir” al Comité de Política de la MCTC durante su siguiente reunión programada, el 21 de enero de 2026. Es necesaria una conclusión o determinación antes de la aprobación y asignación de fondos según la Ley de Desarrollo de Transporte del Estado para los proyectos de carreteras y calles y/o transporte a los operadores de transporte y las agencias que forman parte de la MCTC.

Si tiene algún comentario escrito específico, envíemelo con la información de respaldo arriba mencionada.

Evelyn Espinosa, Planificador de Transporte Regional
Comisión de Transporte del Condado de Madera
2001 Howard Road, Suite 201
Madera, California 93637

También puede enviar comentarios por correo electrónico, teléfono, por correo o en persona. Si tiene preguntas acerca del proceso de Necesidades de Transporte Público sin Cubrir, no dude en comunicarse conmigo al 559-675-0721 ext. 5 o evelyn@maderactc.org.

Gracias por su asistencia. Espero recibir noticias tuyas.

Tell us about your transit needs!



Find us at these community events!

**13
AUG**

Coffee and Conversation with Supervisor Wamhoff at 9:00AM
Madera Ranchos Library
37398 Berkshire Drive, Madera

**4-7
SEPT**

Madera District Fair - All day
Madera Fairgrounds
1850 W Cleveland Avenue, Madera

**20
SEPT**

Classic Car Show
8:00 am - 2:30 pm
Veterans Memorial Park
600 W Robertson Blvd, Chowchilla

**27
SEPT**

Madera Booths in the Park
8:00 am - 3:00 pm
Madera Courthouse Park
210 W Yosemite Ave, Madera

**10-12
OCT**

Oakhurst Fall Festival - All Day
Oakhurst Community Park
49044 Civic Circle, Oakhurst

Does local public transit meet your transportation needs?

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?

We want to hear from you!

Take an online survey

If you prefer to provide your comments electronically, fill out the online survey by scanning the QR code or go to:



www.surveymonkey.com/r/UTNSurvey_MCTC

Comment at the public hearing

MCTC Policy Board Meeting
Wednesday, October 22 at 3:00 PM
2001 Howard Road, Suite 201, Madera

Contact Us:

 (559) 675-0721

 naustin@maderactc.org



¡Cuéntenos sobre su necesidad de transporte público insatisfecha!



¡Encuéntrenos en estos eventos comunitarios!

**13
AUG**

Café y Conversación con Supervisor Wamhoff a las 9:00AM
Biblioteca de Madera Ranchos
37398 Berkshire Drive, Madera

**4-7
SEPT**

Feria del Distrito de Madera - Todo el día en Madera Fairgrounds
1850 W Cleveland Avenue, Madera

**20
SEPT**

Exhibición de Autos Clásicos
8:00 am - 2:30 pm
Parque de Veterans Memorial
600 W Robertson Blvd, Chowchilla

**27
SEPT**

Madera Booths in the Park
8:00 am - 3:00 pm
Parque de Madera Courthouse
210 W Yosemite Ave, Madera

**10-12
OCT**

Festival de Otoño en Oakhurst -
Todo el día en el Parque Comunitario de Oakhurst
49044 Civic Circle, Oakhurst

¿El transporte público local satisface sus necesidades de transporte publico?

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?

¡Queremos saber de lo que piensa usted!

Llene una encuesta en línea

Si prefiere proveer comentarios en línea, llene la encuesta en línea escaneando el código QR o llendo a:



www.surveymonkey.com/r/UTNSurvey_MCTC

Para comentar en la audiencia pública

MCTC Junta Directiva
Miércoles, Octubre 22 a las 3:00 PM
2001 Howard Road, Suite 201, Madera

Contactarnos al:

 (559) 675-0721

 evelyn@maderactc.org



California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32 | SACRAMENTO, CA 94273-0001
PHONE (916) 654-8811 FAX (916) 654-9366 TTY 711
www.dot.ca.gov



June 12, 2025

Ms. Patricia Taylor
Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

Dear Ms. Taylor:

Thank you for submitting your agency's unmet transit needs documentation for Fiscal Year 2025-26. I have reviewed your documentation, as required under Public Utilities Code Section 99401.6 of the Transportation Development Act and find the documentation to be complete and in accordance with current statutes.

Please continue to work with Lorena Mendibles, telephone number (559) 840-6066, at the local Caltrans District 6 office to help identify solutions in meeting your region's transit needs.

If you have any questions or need to contact us, please do not hesitate to call myself at (279) 789-2075.

Sincerely,

A handwritten signature in black ink that reads 'Cayman Morgan'.

CAYMAN MORGAN, Transit Programs Oversight Chief
Office of Transit Planning

c: Lorena Mendibles, Senior Transportation Planner, Planning Caltrans District 6, California
Department of Transportation
Natalia Austin, Senior Regional Planner, Madera County Transportation Commission



Meeting of the Social Services Transportation Advisory Council

MEETING LOCATION

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

Or join via Zoom

<https://us06web.zoom.us/j/88224786420?pwd=6XjZZK71cOuG9j0FcxkvGzn5Jpvndn.1>

Meeting ID: 882 2478 6420

Passcode: 715279

Call in: +1 408 638 0968

DATE

December 9, 2025

TIME

12:00 PM

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Raeanne Jain	Local Social Service Provider for Persons with Disabilities
Monty Cox	Social Service Transportation Provider for Older Adults
Bertha Vega, Vice Chair	Local Social Service Provider for Persons of Limited Means
Vincent Parker	Social Service Transportation Provider for Persons with Disabilities
Mattie Mendez	Local Social Service Provider for Older Adults
Franklina Bogan	Potential Transit User Who is 60 Years of Age or Older
Lynda Schafhauser	Potential Transit User Who is 60 Years of Age or Older
Olga Garcia	Local Social Service Provider for Older Adults
Cynthia Ortegon	Potential Transit User Who Has a Disability

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

Item	Description	Enclosure	Action
1.	Roll Call		
2.	<p>Public Comment</p> <p>This time is made available for comments from the public on matters within the Council’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 Council 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 Council does not respond to 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 Council when that agenda item is called.</p>		
3.	Approve Minutes of September 9, 2025, Social Services Transportation Advisory Council Meeting	Yes	Action
4.	<p>Unmet Transit Needs Comment Analysis and Recommendation</p> <ul style="list-style-type: none"> • Madera County “Unmet Transit Need” and “Reasonable to Meet” Definitions • Unmet Transit Needs Comments Summary Table – Potential Unmet Transit Needs – FY 2026-2027 • Unmet Transit Needs Comments FY 2026-2027 • Unmet Transit Needs Survey Responses FY 2026-2027 • MCC Transit Route Schedule • Eastern Madera County Transit Route Map 	Yes	Action
5.	Appoint SSTAC representative to attend MCTC Policy Board meeting on January 21, 2026	No	Action
6.	Announcements	No	Discussion
7.	Adjourn		



ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE

Tuesday, September 9, 2025

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, September 9, 2025, and was called to order by Chair Frank Simonis, at 12:03 pm.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Has a Disability – appeared via Zoom
Bertha Vega, Vice Chair, Social Service Provider for Persons of Limited Means
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Monty Cox, Social Service Transportation Provider for Older Adults
Raeanne Jain, Social Service Provider for Persons with Disabilities
Cynthia Ortegon, Potential Transit User Who Has a Disability
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older
Mattie Mendez, Social Service Provider for Older Adults
Olga Garcia, Social Service Provider for Older Adults

MEMBERS ABSENT

None

MCTC STAFF PRESENT:

Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner
Dylan Stone, Principal Regional Planner

VISITORS PRESENT:

Andrea Uribe, Leadership Counsel for Justice and Accountability, Policy Advocate

*appeared after roll call

1. Roll Call

At 12:03 pm, Chair Frank Simonis called the meeting to order and instructed that roll call for attendance be taken. It was determined that a quorum was present.

2. Public Comment

None.

3. Approve Minutes of April 29, 2025, Social Services Transportation Advisory Council Meeting

Bertha Vega moved to approve the minutes of the April 29, 2025, Social Services Transportation Advisory Council Meeting.

Seconded by Frank Simonis.

Roll Call Vote:

Ayes: Frank Simonis, Raeanne Jain, Lynda Schafhauser, Monty Cox, Mattie Mendez, Cynthia Ortegon, Franklina Bogan, Bertha Vega, Olga Garcia

Noes: None

MOTION CARRIED UNANIMOUSLY

4. Election of Officers

Mattie Mendez nominated the current Chair, Frank Simonis, and the current Vice Chair, Bertha Vega, to continue serving in their respective offices for FY 2025–2026.

Seconded by Cynthia Ortegon.

Roll Call Vote:

Ayes: Frank Simonis, Raeanne Jain, Lynda Schafhauser, Monty Cox, Mattie Mendez, Cynthia Ortegon, Bertha Vega, Franklina Bogan, Olga Garcia

Noes: None

MOTION CARRIED UNANIMOUSLY

5. Unmet Transit Needs FY 2026-2027

Senior Regional Planner, Evelyn Espinosa reported that MCTC is initiating the FY 2026–27 Unmet Transit Needs process, since MCTC Policy Board gave staff approval to move the process from the spring to the fall. As the TDA administrator, MCTC will solicit public comments beginning in August and will hold the required public hearing on October 22, 2025, at 3:00 p.m. Staff will also attend several community events in August through October to gather input. Multiple avenues for submitting comments are available, including phone, mail, email, and an online survey.

6. Announcements

SSTAC member, Cynthia Ortegon announced that Madera Metro will be releasing an app during the month of September for riders to access route and bus location information.

7. Adjourn

The meeting was adjourned by Chair Frank Simonis at 12:23 PM.



AGENDA ITEM: 4

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

The Social Services Transportation Advisory Council will analyze public comments received to determine if there are any transit needs that meet the criteria of the adopted definitions of “Unmet Transit Need” and “Reasonable to Meet” before making a recommendation of findings to the MCTC Policy Board.

Enclosure: Yes

Action:

Recommend the MCTC Policy Board adopt by resolution a finding of fact for Fiscal Year 2026-2027 with the following options for each jurisdiction within Madera County:

- a.) There are **no unmet transit needs**, or
- b.) There are **no unmet transit needs that are reasonable to meet**, or
- c.) There are **unmet transit needs**, including needs that are reasonable to meet.

BACKGROUND:

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to each eligible county based on population, taxable sales and transit performance.

All counties eligible for this funding are required to establish and implement a process of public participation, utilizing the Social Services Transportation Advisory Council (SSTAC) to identify the needs of transit dependent or disadvantaged persons. CA PUC Section 99238.5 (a) requires that this process provides at least one public hearing annually.

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. (Definitions of “unmet transit need” and “reasonable to meet” were adopted by the MCTC Policy Board and are attached for reference.)

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 fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

SUMMARY:

In accordance with the Transportation Development Act (TDA), MCTC held a public hearing on October 22, 2025, to solicit public comment regarding transit needs in Madera County. MCTC also received comments regarding unmet transit needs through mail, email, phone, social media and an online survey. Additionally, during the months of August through October, MCTC hosted a booth at several community events throughout the county to provide opportunities for residents to learn about the unmet transit needs process and to receive assistance in filling out comment forms.

MCTC staff have provided all transit related public comments received through these efforts between the period of April 25, 2025, through November 14, 2025, for the SSTAC to evaluate and apply the "Unmet Transit Need" and "Reasonable to Meet" MCTC Policy Board adopted definitions.

For more information, please contact Natalia Austin at naustin@maderactc.org or 559-675-0721 ext. 6.

FISCAL IMPACT:

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



**Madera County Transportation Commission
Unmet Transit Needs and Reasonable to Meet Definitions
Policy Board Adopted by Resolution No. 22-01**

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

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



- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

APPLICATION OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET" MCTC POLICY BOARD ADOPTED DEFINITIONS TO

FY 2026- 2027 UNMET TRANSIT NEEDS PUBLIC COMMENTS (received April 25, 2025 - November 14, 2025)

PUBLIC COMMENT	IS THIS AN UNMET NEED?	SSTAC RECOMMENDATION / DISCUSSION	TRANSIT AGENCY RESPONSE	Reasonable to Meet Requirements				
				Feasibility	Community Acceptance	Benefit to Population	Cost Effective	Consistent with Existing Service and Plans
NEW SERVICE								
1	Fixed route service from Oakhurst to Fresno/Clovis		Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express.					
EXPANDED SERVICE								
2	Expand service in Oakhurst, to include more access to doctor's offices, shopping, etc.		At this time, MCC's fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst. The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated.					
3	Increase fixed route services to include two drop off times into La Viña		Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the departure schedule will be changed to 7:30AM and 5:30PM from La Viña.					
4	Add another service day during the week and add a weekend service day to the Eastin Arcola - Ripperdan - La Viña route.							
5	Implement microtransit in La Viña							
AMENITIES OR IMPROVEMENTS								
6	Add a shelter, light post, and waste basket at the stop on Viña Street.		The County will investigate possible solutions in coordination with nearby residents.					



Unmet Transit Needs Comments

FY 2026-2027

April 25, 2025 – November 14, 2025

1. Online Survey #1

Name: Anonymous

Received: August 8, 2025

Q1: Which systems do you most frequently use?

A1: Madera Metro (Metro), (Metro) Dial-A-Ride, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Senior Bus, MCC Madera Dial-A-Ride (DAR), Eastern Madera County Escort Service, Kerman

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: Every fast-food place.

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

A3: Complementary snacks.

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

A4: Yes, because it's 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: Respondent skipped this question.

[Madera County Response \(MCC\): None](#)

2. Online Survey #2

Name: Anonymous

Received: September 26, 2025

Q1: Which systems do you most frequently use?

A1: Eastern Madera County Escort Service, Mountain Bus Service

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: Bus Driver [REDACTED] missed 2 bus stops this week. One on Tuesday, at the gulf 41. 2nd one Friday 4:51 at the Medical Adventist Center. Both times I saw him drive past the bus stops.

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

A4: Not when they drive too fast.

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.

Madera County Response (MCC): This is an operational issue. Riders are encouraged to report any safety or customer service issues immediately as they occur. Timely reporting allows the agency to investigate and address these issues promptly.

3. Online Survey #3

Name: Anonymous

Received: September 26, 2025

Q1: Which systems do you most frequently use?

A1: MCC Eastern Mountain Fixed Bus Stops

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.

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: Bus Driver [REDACTED] missed 4 bus stops. YLP club house, South Fork, even leaving behind a girl there. But then had to turn back and pick her up. He also lied to get saying he was late because he was running behind. But it was because he never went to the stop.

Madera County Response (MCC): This is an operational issue. Riders are encouraged to report any safety or customer service issues immediately as they occur. Timely reporting allows the agency to investigate and address these issues promptly.

4. Online Survey #4

Name: Jessica Sanchez – Oakhurst Apartments

Received: September 29, 2025

Q1: Which systems do you most frequently use?

A1: Eastern Madera County Senior Bus

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: Oakhurst Shopping, Doctor Appointments

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

A3: It would be nice to have a bus on route in Oakhurst that picks up drops off at Apartment Complexes, doctor offices, shopping, etc.

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

A4: I am a Property Manager at a Low-Income Rental Assisted property. My residents need better access to go and do what they need to do. The ones who use the Senior Bus, appreciate the service very much.

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: Jessica Sanchez Oakhurst Apartments oakhurstapts@dkdpmco.com

Madera County Response (MCC): At this time, MCC's fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst. The annual cost to offer a comparable daily service that

would serve the general public, Monday through Friday, 8am-5pm daily, is \$1,006,260.95. To support the standard 10% Farebox rate of \$100,626.10, the additional service would require a daily ridership of 226 persons. Current Senior Bus daily ridership is 12. MCC does not have sufficient data to support the needed increase in the level of ridership that needs to be generated.

5. Online Survey #5

Name: Anthony Misner

Received: October 10, 2025

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: Transportation in Eastern Madera County is severely LACKING! It is a HUGE BARRIER to citizens of all ages that need services and education.

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

A3: A bus schedule that allows getting to Fresno/Clovis as well as Madera. The current schedule is not adequate.

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: Anthony Misner [REDACTED]

Madera County Response (MCC): MCC is exploring the potential for implementing microtransit service in the Oakhurst area to increase service options and to improve overall flexibility and accessibility.

The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated.

To reach Fresno/Clovis from Oakhurst: Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital

route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express.

6. Online Survey #6

Name: Daisy Miramontes

Received: October 21, 2025

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: I would like a stop by my home, [REDACTED], Madera CA to and from Madera Community College if possible. The trip I would like to be early in the morning Tues, Thur, Fri around 9am. Maybe Fri back.

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

A3: The bus experience quality is really nice.

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

A4: Yes, I feel safe, the bus drivers are nice and respectful. Also, people keep to themselves.

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: Daisy Miramontes, [REDACTED]

Madera County Response (MCC): Both the MCC and Madera Metro Dial-a-Ride services can accommodate this trip. This service area will be included in future microtransit service offerings. The population density in this area does not currently support additional fixed route service.

7. Online Survey #7

Name: Anonymous

Received: October 22, 2025

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.

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.

Madera County Response (MCC): None

8. Comment Letter

Name: Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability
Received: November 12, 2025

November 12, 2025

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

Submitted electronically via email to: NAustin@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners, SSTAC Advisory Council Members, and MCTC Staff Members,

We work with rural communities in Madera County who bear the burden of pollution and disinvestment in their communities. We appreciate the opportunity to provide comments in response to the Unmet Transit Needs process and the consideration from Staff and the Board. We hope by providing these comments we can collectively identify solutions to the community's unmet transit needs while upholding MCTC's responsibilities to the Transportation Development Act. Our comments are based on feedback we have received from residents through various methods including, community meetings, door to door surveying, and anecdotal experiences provided by the community.

A. Incorporating Public Input to Determine the Definitions of "Unmet Transit" Needs and "Reasonable to Meet" Into Public Engagement Process

The transportation needs of all communities and residents are important. Within Madera County the natural and built environment discourages the use of active transportation methods. Currently, the San Joaquin Valley has some of the nation's worst air quality, failing to meet federal health standards for both ozone (smog) and particulate pollution¹. Additionally, Madera

County has severe heat. Poor air quality, high temperatures, pungent odors from dairies, and high pesticide exposure risks—paired with the lack of sidewalks and pedestrian facilities—underscore both the importance of providing these services and the difficulty residents in Merced face in using active transportation and public transit. However, an improved public transportation system would help decrease air pollution, increase physical activity, and decrease traffic benefiting all of Madera County. Consequently, the current definition must be amended to include *all* unmet transit needs of Merced County residents that are reasonable to meet. The specificities of the definitions should be further informed by a yearly hearing designed to receive community feedback. This needs to be done in accordance with the Transportation Development Act and PUC § 99401.5 – Unmet Transit Needs Finding, which states, “The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency.” The definition of “Unmet Transit Need” and “Reasonable To Meet” were last established on April 20, 2022. These definitions should be re-visited to keep up with the needs of residents and allow for flexibility to extend programs as new policies such as Regional Transportation Plan and expenditure plans for tax measures such as Measure T come together.

A. Community Engagement within the Community of La Viña Reflects the Need for both additional and better service

As always, we are appreciative of the opportunity to participate in this public process, and the opportunity to collaborate with Madera County and MCTC staff members. Our organization has now participated in over 5 unmet transit needs hearings. Each time we have elevated the needs and priorities of disadvantaged unincorporated communities such as Fairmead and La Viña. This year’s participation comes with additional information gathered from a survey in partnership with Madera County. For this survey we knocked on all of the doors within the immediate¹ township of La Viña. We extend our gratitude to the Madera County Staff members coordinating this outreach and analysis to best serve Maderans. Within our outreach event we collected 40 surveys from La Viña residents and hosted a Community Meeting within the community of La Viña with Madera County Staff and Madera County Transportation Commission Staff Members. While the main objective of this outreach event was to identify “If there was an option to change the two current departure times for the La Vina Route from 8:45AM and 1:00PM to 7:30AM and 5:30PM, would that be: better, worse, about the same” for public transit users, we were able to gather other valuable information.

We will be using information from this survey to represent and advocate for the needs of La Viña residents. From the surveys we collected, some highlights included:

- ❖ 25% of respondents used public transportation on a weekly or monthly basis. Respondents were about what prevented them from using public transportation more often.
- ❖ The top obstacles for access to public transportation included the current bus schedule, weather, accessibility features, and personal safety.

¹ [https://www.epa.gov/sanjoaquinvalley/epa-activities-cleaner-air#:~:text=The%20San%20Joaquin%20Valley%20has%20some%20of,are:%20%20**Ozone%20\(smog\)**%20%20**Particulate%20pollution**](https://www.epa.gov/sanjoaquinvalley/epa-activities-cleaner-air#:~:text=The%20San%20Joaquin%20Valley%20has%20some%20of,are:%20%20**Ozone%20(smog)**%20%20**Particulate%20pollution**)

- ❖ The top requests included increasing the number of days the bus passed by the community and increasing the number of times the bus came by per day.
- ❖ Over half of the respondents said they would consider to start using public transit or use it more if these issues were addressed.

Ultimately, the need and support for public transportation were evident for community members. While the need may be evident to us and is reflected in the surveys collected, we ask for the continued outreach within small unincorporated communities like La Viña. Figure 7 Distribution of Potentially Transit Dependent Populations by Census Tract of the Unmet Transit Needs FY 2025-2026 Final Analysis and Recommendations Report June 2025 does not include the La Viña Census Tract. However, the same report places the population of La Viña at 538 (Table 2) and the 2023 Population Estimate of Persons with Disabilities population at 126, making the potential percentage of transit dependent residents at 23.4%. This percentage is comparable or greater to the census tracts identified in Figure 7. Despite having small populations, rural areas and transit dependent residents deserve to have their needs represented and addressed.

B. Need to Prioritize Funding for Public Transit in Disadvantaged Communities

In previous years the Fare Box Recovery Rate of 10% has previously been cited to negate the unmet transit needs of La Viña Community Members. We refer back to Article 8 Section 99401.5 of the California Public Utilities Code states “the fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.” Additionally, not only are the Farebox recovery ratios under exemption, ²The Transportation Development Act also makes room to respond to community² needs by providing allowable exemptions to the Fare Box Recovery Rate. The allowable expense exemptions are (1) the cost of providing ridesharing (carpooling and vanpooling) services, (2) the additional costs (exceeding the CPI-adjusted prior year costs) of providing “comparable, complementary,” ADA-compliant paratransit service, and (3) the cost of new routes or extensions of public transit service “until two years after the end of the fiscal year in which the extension of services was put into operation” (PUC § 99268.8). Many community members state that they do not use the transit system because it is not responsive to their needs. A two year period with additional hours can better serve the needs of residents and reflect the true need of public transit within small, disadvantaged communities.

The current Eastin Arcola - Ripperdan - La Vina Route schedule only passes three days a week with only one route a day does not meet the needs of many community members. Not only does La Viña have a limiting schedule, it is also not serviced by other programs such as Dial-A-Ride. PUC § 99155.1, states, “In areas where public transit services are unavailable, local transit providers shall give priority, in the use of funds allocated under the CalWORKs program and made available by the county, to the enhancement of transportation alternatives, such as, but not limited to, subsidies or vouchers, van pools, and contract paratransit operations, in order to promote welfare-to-work purposes.” Many of the transit needs in communities such as La

² <https://legiscan.com/CA/text/AB149/id/2425119>

Viña are surrounding medical appointments. MCTC needs to look for additional partnerships with various other medical and social service programs to pool resources to create a more responsive transportation system. Additionally, Agenda Item 7-7-B from MCTC's Policy Board on May 29, 2024 show that in previous years, 2022 and 2023 Road Construction and maintenance took 54% and 76% of total TDA Expenditures, while Madera County Connection Transit Costs only took 19% and 21% respectively. Before TDA funds are used for Road construction and maintenance, public transit systems should be further funded to meet the needs of residents.

C. Incorporate Direct Community Asks

(1) System Wide Recommendations

(a) Apply for grant funding to secure free rides for students

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

(b) Increased Trainings for Bus Drivers

Residents have reported concerns over interactions with drivers. This includes safety concerns from residents over bus drivers starting to drive before passengers have taken a seat. This is particularly concerning for elderly passengers and those traveling with small children. Scheduling concerns may be a priority for drivers, however practices prioritizing safety for passengers should also be implemented and prioritized.

(c) Create a "How To" Video Vlog or "Reel" to Teach Residents About the Bus Service in English and Spanish

Through recent outreach efforts, it has become apparent various residents do not use the bus because they do not know how to use it, are unaware of the services, or are intimidated by the bus system. A short "How To" video could help increase ridership for those who may have a need for public transportation, but have not used it before. If needed, our organization would be happy to partner for something like this.

(2) Within the Eastin Arcola - Ripperdan - La Vina Route

(a) Increase route services to include two drop off times into the community of La Viña

While the proposed new schedule will better respond to residents needs, an additional route is still needed. This new route will allow for residents to have a greater opportunity to have their needs met. This would also allow parents who may have an errand to run in the City to be back in time to pick up their children from the school bus.

(b) Increasing the service days from Monday, Wednesday, Friday to at minimum include an additional week day and one weekend day

Residents reported that many of their transportation needs revolve around doctor appointments, and sometimes those are not available under the current days the route runs, signifying a need to have an additional weekday covered. Additionally, residents spoke to the need for those who may have to work during the week, but do not have

their own transportation methods. They are currently not able to use the bus. A weekend route would allow residents to go into the City for groceries and other needs.

(c) Increase micro transit options within the Community of La Viña, create partnerships to extend Dial-A-Ride service to the Community of La Viña

As previously noted, the current bus schedule does not respond to the transportation needs of many within the community. While we understand new routes and increased bus line services will take time to develop, micro transit options could be a faster way to respond to residents needs. This could include partnering with other social service agencies also targeting Disadvantaged Unincorporated Communities.

(d) Incorporate a bus shelter, light post, and waste basket onto the stop on Vina St

The top reasons why residents were discouraged from public transportation included weather, accessibility, and safety. Incorporating bus infrastructure such as bus shelters, light posts, and waste baskets at stop would address some of these needs. Residents have requested to either make the improvements at the current location by partnering with the resident living near the residence of the bus stop or by slightly relocating the bus stop to be in a sidewalk that would allow for the installation of the bus stop to be ADA compliant.

Thank you for the opportunity to submit this letter as part of this important public process. We welcome continued collaboration with Madera County residents, MCTC staff, and the Board.

Leadership Counsel for Justice and Accountability and I stand ready to serve as a resource to MCTC in addressing these unmet transit needs. Please do not hesitate to reach out with any questions.

Sincerely,

Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability

Madera County Response (MCC): Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to better understand their specific transportation needs and travel patterns to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the departure schedule will be changed to 7:30AM and 5:30PM from La Viña.

Regarding the bus stop on Vina Street, as was discussed at the recent La Viña community meeting, the County will investigate possible solutions in coordination with nearby residents.

Comments and Surveys in Original Format



November 12, 2025
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promote welfare-to-work purposes.” Many of the transit needs in communities such as La Viña are surrounding medical appointments. MCTC needs to look for additional partnerships with various other medical and social service programs to pool resources to create a more responsive transportation system. Additionally, Agenda Item 7-7-B from MCTC’s Policy Board on May 29, 2024 show that in previous years, 2022 and 2023 Road Construction and maintenance took 54% and 76% of total TDA Expenditures, while Madera County Connection Transit Costs only took 19% and 21% respectively. Before TDA funds are used for Road construction and maintenance, public transit systems should be further funded to meet the needs of residents.

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Residents reported that many of their transportation needs revolve around doctor appointments, and sometimes those are not available under the current days the route runs, signifying a need to have an additional weekday covered. Additionally, residents spoke to the need for those who may have to work during the week, but do not have their own transportation methods. They are currently not able to use the bus. A weekend route would allow residents to go into the City for groceries and other needs.

(c) Increase micro transit options within the Community of La Viña, create partnerships to extend Dial-A-Ride service to the Community of La Viña

As previously noted, the current bus schedule does not respond to the transportation needs of many within the community. While we understand new routes and increased bus line services will take time to develop, micro transit options could be a faster way to respond to residents needs. This could include partnering with other social service agencies also targeting Disadvantaged Unincorporated Communities.

(d) Incorporate a bus shelter, light post, and waste basket onto the stop on Vina St

The top reasons why residents were discouraged from public transportation included weather, accessibility, and safety. Incorporating bus infrastructure such as bus shelters, light posts, and waste baskets at stop would address some of these needs. Residents have requested to either make the improvements at the current location by partnering with the resident living near the residence of the bus stop or by slightly relocating the bus stop to be in a sidewalk that would allow for the installation of the bus stop to be ADA compliant.

Thank you for the opportunity to submit this letter as part of this important public process. We welcome continued collaboration with Madera County residents, MCTC staff, and the Board.



Leadership Counsel for Justice and Accountability and I stand ready to serve as a resource to MCTC in addressing these unmet transit needs. Please do not hesitate to reach out with any questions.

Sincerely,
Andrea Uribe
Policy Advocate
Leadership Counsel for Justice and Accountability

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 08, 2025 10:15:56 AM
Last Modified: Friday, August 08, 2025 10:16:55 AM
Time Spent: 00:00:58
IP Address: 72.159.162.71

Page 1

Q1

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Madera Metro (Metro),
(Metro) Dial-A-Ride (DAR),
Chowchilla Area Transit Express (CATX),
Madera County Connection (MCC),
Eastern Madera County Senior Bus,
MCC Madera Dial-A-Ride (DAR),
MCC Chowchilla Dial-A-Ride (DAR),
Eastern Madera County Escort Service,
Other (please specify):
Kerman

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 interest in making your trip. ¿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.

Every fast food place

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Complementary snacks

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Yes because it's safe

Q5

Respondent skipped this question

(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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#2**COMPLETE**

Collector: Web Link 1 (Web Link)
Started: Friday, September 26, 2025 11:24:00 PM
Last Modified: Friday, September 26, 2025 11:30:59 PM
Time Spent: 00:06:59
IP Address: 73.220.70.88

Page 1

Q1**Eastern Madera County Escort Service,**

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Other (please specify):
 Mountain Bus Service

Q2

Respondent skipped this question

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 interest in making your trip. ¿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.

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Bus Driver [REDACTED] missed 2 bus stops this week. One on Tuesday, at the gulf 41. 2nd one Friday 4:51 at the Medical Adventist Center. Both times I saw him drive passed the bus stops.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Not when they drive too fast.

Q5

Respondent skipped this question

(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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 26, 2025 11:39:40 PM
Last Modified: Friday, September 26, 2025 11:43:32 PM
Time Spent: 00:03:52
IP Address: 73.220.70.88

Page 1

Q1

Other (please specify):

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

MCC Eastern Mountain Fixed Bus Stops

Q2

Respondent skipped this question

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 interest in making your trip. ¿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.

Q3

Respondent skipped this question

Describe the transit improvements(s) you are requesting. /
 Describa las mejoras de transporte público que necesita.

Q4

Respondent skipped this question

Do you feel safe using transit? Why or why not? / ¿Se
 siente seguro utilizando el autobús? Díganos ¿Por qué si?
 o ¿por qué no?

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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Bus Driver [REDACTED] missed 4 bus stops. YLP club house, South Fork, even leaving behind a girl there. But then had to turn back and pick her up. He also lied to get saying he was late because he was running behind. But it was because he never went to the stop.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 29, 2025 8:05:57 PM
Last Modified: Monday, September 29, 2025 8:12:24 PM
Time Spent: 00:06:26
IP Address: 97.136.56.173

Page 1

Q1

Eastern Madera County Senior Bus

Which system(s) do you use most frequently? / ¿Qué
 sistema de transporte público usa frecuentemente?

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 interest in making your trip. ¿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.

Oakhurst Shopping, Doctor Appointments

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

It would be nice to have a bus on route in Oakhurst that picks up drops off at Apartment Complexes, doctor offices, shopping, etc

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

I am a Property Manager at a Low-Income Rental Assisted property. My residents need better access to go and do what they need to do. The ones who use the Senior Bus, appreciate the service very much.

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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Jessica Sanchez
Oakhurst Apartments
oakhurstapts@dkdpmco.com

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 10, 2025 2:15:33 PM
Last Modified: Friday, October 10, 2025 2:20:18 PM
Time Spent: 00:04:45
IP Address: 146.75.154.66

Page 1

Q1

None of the above

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

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 interest in making your trip. ¿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.

Transportation in Eastern Madera County is severely LACKING! It is a HUGE BARRIER to citizens of all ages that need services and education.

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

A bus schedule that allows getting to Fresno/Clovis as well as Madera. The current schedule is not adequate.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Anthony Misner

[REDACTED]
[REDACTED]

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 21, 2025 5:48:05 PM
Last Modified: Tuesday, October 21, 2025 5:56:13 PM
Time Spent: 00:08:08
IP Address: 209.129.243.121

Q1**Madera County Connection (MCC)**

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

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 interest in making your trip. ¿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.

I would like a stop by my home, [REDACTED], Madera CA to and from Madera Community College if possible. The trip I would like to be early in the morning Tues, Thur, Fri around 9am. Maybe Fri back.

Q3

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

The bus experience quality is really nice.

Q4

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Yes, I feel safe, The bus drivers are nice and respectful. Also, people keep to themselves.

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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.

Daisy Miramontes, [REDACTED]

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 22, 2025 10:50:40 AM
Last Modified: Wednesday, October 22, 2025 10:51:05 AM
Time Spent: 00:00:25
IP Address: 73.2.66.90

Q1**None of the above**

Which system(s) do you use most frequently? / ¿Qué sistema de transporte público usa frecuentemente?

Q2**Respondent skipped this question**

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 interest in making your trip. ¿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.

Q3**Respondent skipped this question**

Describe the transit improvements(s) you are requesting. / Describa las mejoras de transporte público que necesita.

Q4**Respondent skipped this question**

Do you feel safe using transit? Why or why not? / ¿Se siente seguro utilizando el autobús? Díganos ¿Por qué si? o ¿por qué no?

Q5**Respondent skipped this question**

(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. Sus comentarios serán presentados en un informe de Necesidades Insatisfechas de Transporte Público. Si desea ser contactado acerca de su comentario por favor de su nombre, número de teléfono y/o correo electrónico.



MCC
MADERA COUNTY CONNECTION

Service Hours

Eastern Madera County

Weekdays5:51am–8:33pm

**Madera Community College/
Children’s Hospital**

Weekdays7:30am–5:42pm

Chowchilla/Fairmead

Weekdays7:00am–6:49pm

Eastin Arcola/Ripperdan/La Vina

Mon., Wed., and Fri.8:45am–2:06pm

Holidays

- New Year’s Day
- Memorial Day
- Fourth of July
- Labor Day
- Thanksgiving Day
- Christmas Day

Fares

Cash Fare	\$2
Transfers within MCC Routes.....	Free
Transfers to FAX	Free
Children 5 & Under.....	Free
Book of 10 Tickets	\$20
Monthly Pass (Unlimited Rides)	\$40

Exact fare is required to board all buses.

Pass and Ticket Outlet

- 201 W. Almond Ave., Madera
- On board from drivers



All buses are wheelchair accessible.

Horas de Servicio

Eastern Madera County

Lunes a viernes5:51am–8:33pm

**Madera Community College/
Children’s Hospital**

Lunes a viernes7:30am–5:42pm

Chowchilla/Fairmead

Lunes a viernes7:00am–6:49pm

Eastin Arcola/Ripperdan/La Vina

Lunes, miercoles,
y viernes.....8:45am–2:06pm

Días de Fiesta

- Día del Año Nuevo
- Día del Trabajo
- Día Conmemorativo de los Caídos
- Día de Dar Gracias
- Día de Navidad
- Cuatro de Julio

Tarifa

Tarifa por Boleto	\$2
Transferencias dentro.....	Gratis
de las rutas de MCC	
Transferencias al FAX	Gratis
Niños edades cinco y menor	Gratis
Libro de 10 Boletos.....	\$20
El Pase Mensual (Viajes ilimitados)	\$40

Se requiere cambio exacto para subirse al autobus.

Punto de venta para pases y boletos

- 201 W. Almond Ave., Madera
- El conductor abordo del autobus



Todos los vehiculos son equipados para silla de ruedas.



MCC
MADERA COUNTY CONNECTION

System Schedule
Effective July 2024



MCC
MADERA COUNTY CONNECTION

MCC Administration Office

201 W. Almond Ave.,
Madera, CA 93637
Info: (559) 263-8080
mcctransit.com



mcctransit.com
(559) 263-8080
For Information

EASTERN MADERA COUNTY						
Madera–Eastern Madera County (M–F)						
WEEKDAY OUTBOUND						
Intermodal Downtown Madera	5:51	7:45	10:45	1:47		4:33
Hwy. 41 & Rd. 145 Park N Ride	6:12	8:06	11:06	2:08		4:54
Yosemite Lakes Hardware Store	6:32	8:26	11:26	2:28		5:14
Yosemite Lakes Clubhouse	6:37	8:31	11:31	2:33		5:19
Chukchansi Gold Resort	6:52	8:46	11:46	2:48		5:34
Gulf @ Rd. 417	6:57	8:51	11:51	2:53		5:39
Coarsegold Historic Village Northbound	7:05	8:59	11:59	3:01		5:47
Oakhurst Medical Center	7:15	9:09	12:09	3:11		5:57
Oakhurst Met Cinema	7:19	9:13	12:13	3:15		6:01
Oakhurst Community College	7:23	9:17	12:17	3:19		6:05
Thrift Store Hwy. 41	7:27	9:21	12:21	3:23		6:09
Bass Lake Government Center	7:37	9:31	12:31	3:33		6:19
Bass Lake Pines Resort	7:43	9:37	12:37	3:39		6:25
Bass Lake Pines Resort	7:53	9:47	12:47	3:49		6:35
North Fork Supermarket	8:06	10:00	1:02	4:02		6:48
South Fork (Rd. 225)	8:09	10:03	1:05	4:05		6:51
WEEKDAY INBOUND						
South Fork (Rd. 225)	8:09	10:03	1:05	4:05		6:51
Bass Lake Pines Resort	8:22	10:16	1:18	4:18		7:04
Oakhurst Denny's	8:36	10:30	1:32	4:32		7:18
Oakhurst Community College	8:40	10:34	1:36	4:36		
Hwy. 41 & Rd. 426	8:44	10:38	1:40	4:40		7:22
Oakhurst Met Cinema	8:48	10:42	1:44	4:44		7:26
Oakhurst Medical Center	8:55	10:49	1:51	4:51		
Coarsegold Historic Village Southbound	9:05	10:59	2:01	5:01		7:41
Gulf @ Rd. 417	9:13	11:07	2:09	5:09		7:49
Chukchansi Gold Resort	9:18	11:12	2:14	5:14		7:54
Yosemite Lakes Hardware Store			2:24	5:24		
Yosemite Lakes Clubhouse			2:28	5:28		
Intermodal Downtown Madera	9:57	11:51	3:15	6:15		8:33

MADERA COMMUNITY COLLEGE–CHILDREN'S HOSPITAL						
Madera Community College–Children's Hospital (M–F)						
WEEKDAY OUTBOUND						
Intermodal Downtown Madera	7:30	9:57	11:51	3:15		4:20
Madera Community College	7:40	10:07	12:01	3:25		4:30
Ranchos Ave. 12 & Jason Ct.	7:54	10:21	12:15	3:39		4:44
Children's Hospital	8:06	10:33	12:27	3:51		4:56
WEEKDAY INBOUND						
Children's Hospital	8:16	10:43	12:37	4:01		5:06
Madera Ranchos Market	8:28	10:55	12:49	4:13		5:18
Madera Community College	8:42	11:09	1:03	4:27		5:32
Intermodal Downtown Madera	8:52	11:19	1:13	4:37		5:42

EASTIN ARCOLA–RIPPERDAN–LA VINA		
Madera–Eastin Arcola–Ripperdan–La Vina (Mon, Wed, & Fri)		
Intermodal Downtown Madera	8:45	1:00
Madera Walgreens / Cleveland		1:09
Madera Community Hospital		1:18
Eastin Arcola—Rd. 29 ½ & Ave. 8	9:00	1:29
Ripperdan—SR145 & Ave. 7	9:05	1:34
La Vina—Vina St.	9:14	1:49
La Vina—Casas de la Vina	9:15	1:50
La Vina—Rd. 24 & Ave. 9-Mkt.	9:16	1:51
Madera Community Hospital	9:30	
Madera Walgreens / Cleveland	9:41	
Intermodal Downtown Madera	9:49	2:06

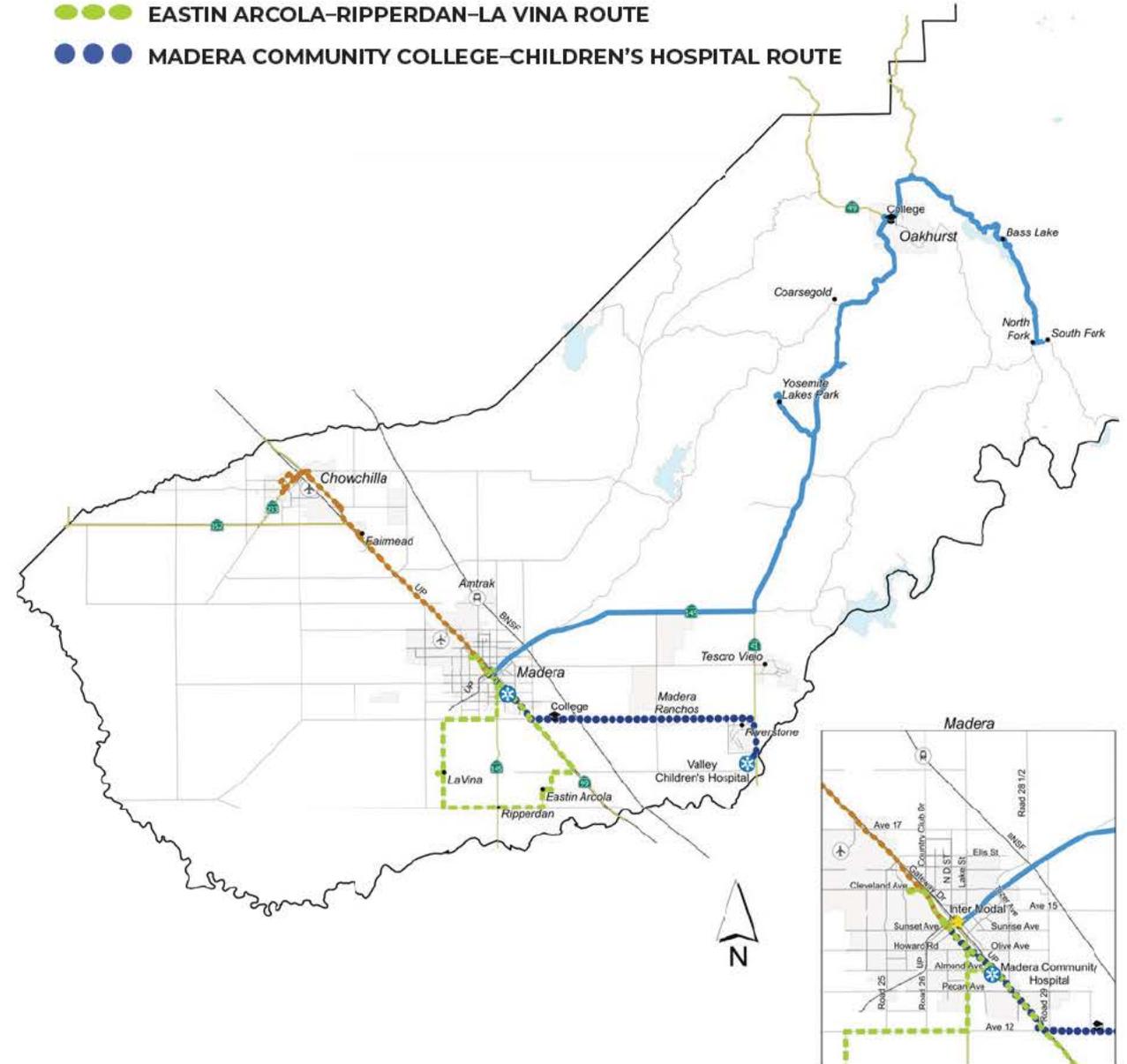
CHOWCHILLA–FAIRMEAD						
Madera–Chowchilla–Fairmead–Madera (M–F)						
WEEKDAY OUTBOUND						
Intermodal Downtown Madera	7:00	8:29	11:55	1:36		5:10
Madera Walgreens / Cleveland		8:39	12:05	1:46		5:20
Fairmead Baptist Church	7:15	8:54	12:20	2:01		5:35
Chowchilla Save Mart	7:25	9:04	12:30	2:11		5:45
1020 Ventura Ave. Medical Complex	7:30	9:09	12:35	2:16		5:50
Countrywood Shopping Center	7:33	9:12	12:38	2:19		5:53
WEEKDAY INBOUND						
Countrywood Shopping Center	7:43	9:22	12:48	2:29		6:03
Robertson & Eleventh St.	7:46	9:25	12:51	2:32		6:06
RC Wisener Park 2nd & Trinity	7:49	9:28	12:54	2:35		6:09
Chowchilla Save Mart	7:54	9:33	12:59	2:40		6:14
Fairmead Baptist Church	8:04	9:43	1:09	2:50		6:24
Madera Walgreens / Cleveland	8:19	10:02	1:24	3:05		6:39
Intermodal Downtown Madera	8:29	10:12	1:34	3:15		6:49

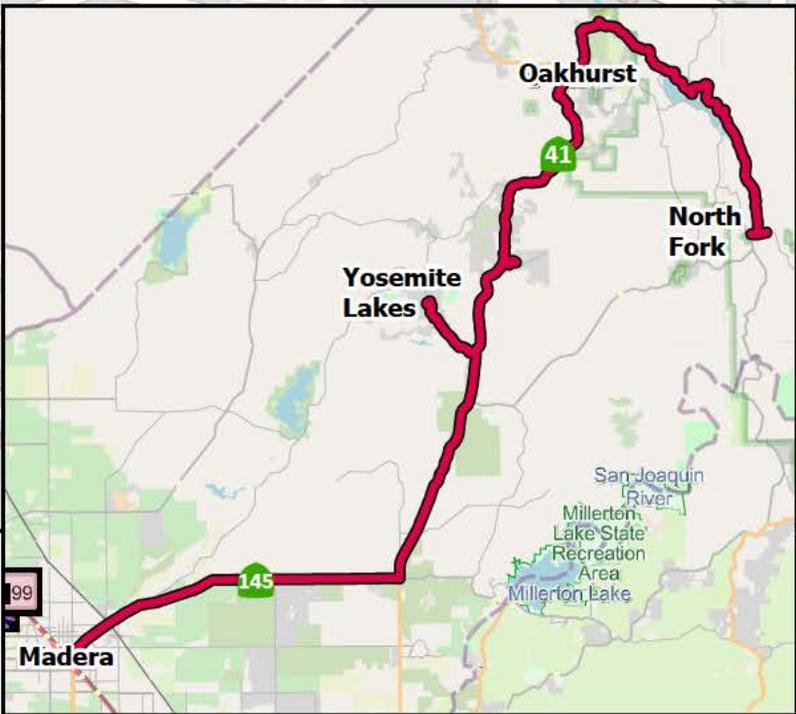
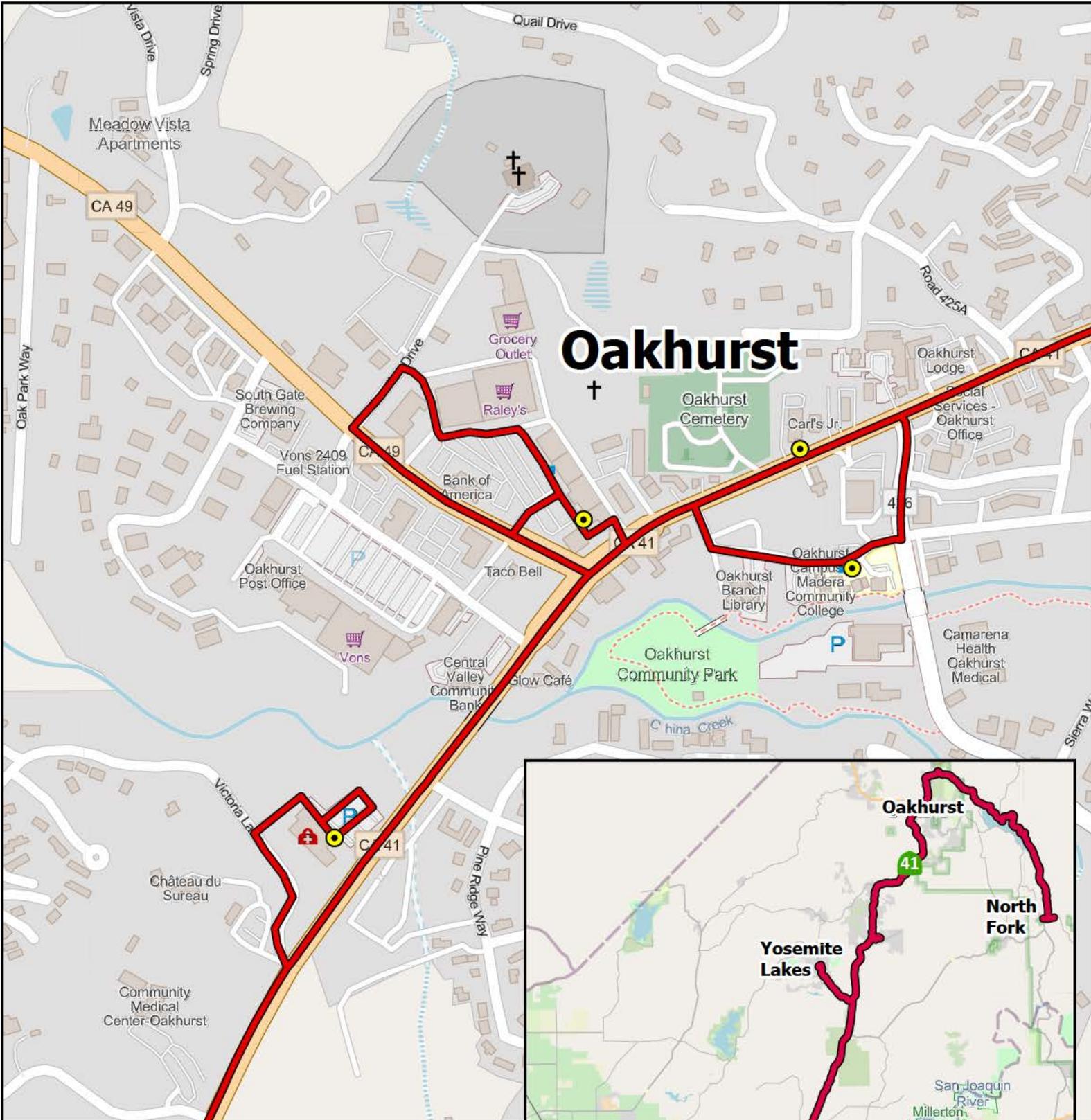


INFO mcctransit.com
MCC Dial-A-Ride (559) 263-8080
FAX FRESNO AREA EXPRESS (559) 498-1122

MADERA COUNTY CONNECTION SYSTEM MAP

- EASTERN MADERA COUNTY–MADERA ROUTE
- CHOWCHILLA–FAIRMEAD–MADERA ROUTE
- EASTIN ARCOLA–RIPPERDAN–LA VINA ROUTE
- MADERA COMMUNITY COLLEGE–CHILDREN'S HOSPITAL ROUTE





-  Transit Stop
-  Eastern Madera County Transit Route

Eastern Madera County Transit





Meeting of the Social Services Transportation Advisory Council

MEETING LOCATION

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

Or join via Zoom

<https://us06web.zoom.us/j/86718700772?pwd=4AxaVnLTZLaXM6Wzg24scbVf6g0HLM.1>

Meeting ID: 867 1870 0772

Passcode: 467015

Call in: +1 408 638 0968

DATE

March 10, 2026

TIME

12:00 PM

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS

Frank Simonis, Chair	Potential Transit User Who Has a Disability
Raeanne Jain	Local Social Service Provider for Persons with Disabilities
Monty Cox	Social Service Transportation Provider for Older Adults
Bertha Vega, Vice Chair	Local Social Service Provider for Persons of Limited Means
Vincent Parker	Social Service Transportation Provider for Persons with Disabilities
Mattie Mendez	Local Social Service Provider for Older Adults
Franklina Bogan	Potential Transit User Who is 60 Years of Age or Older
Lynda Schafhauser	Potential Transit User Who is 60 Years of Age or Older
Olga Garcia	Local Social Service Provider for Older Adults
Cynthia Ortegon	Potential Transit User Who Has a Disability

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

Item	Description	Enclosure	Action
1.	Roll Call		
2.	<p>Public Comment</p> <p>This time is made available for comments from the public on matters within the Council'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 Council 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 Council does not respond to 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 Council when that agenda item is called.</p>		
3.	Approve Minutes of December 9, 2025, Social Services Transportation Advisory Council Meeting	Yes	Action
4.	<p>Micro Transit Feasibility Study Update and General Informational Report on the Madera Metro Transit System</p> <p>Presentation given by Xochitl Villaseñor, Transit Program Manager from the City of Madera (Madera Metro)</p>	No	Presentation
5.	Announcements	No	Discussion
6.	Adjourn		



ITEM 3

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MINUTES

DATE

Tuesday, December 9, 2025

The regular meeting of the Social Service Transportation Advisory Council was held Tuesday, December 9, 2025, and was called to order by Chair Frank Simonis, at 12:02 pm.

MEMBERS PRESENT

Frank Simonis, Chair, Potential Transit User Who Has a Disability – appeared via Zoom
Bertha Vega, Vice Chair, Social Service Provider for Persons of Limited Means*
Lynda Schafhauser, Potential Transit User Who is 60 Years of Age or Older
Monty Cox, Social Service Transportation Provider for Older Adults
Raeanne Jain, Social Service Provider for Persons with Disabilities
Cynthia Ortegon, Potential Transit User Who Has a Disability
Franklina Bogan, Potential Transit User Who is 60 Years of Age or Older
Olga Garcia, Social Service Provider for Older Adults
Vincent Parker, Social Service Transportation Provider for Persons with Disabilities

MEMBERS ABSENT

Mattie Mendez, Social Service Provider for Older Adults

MCTC STAFF PRESENT:

Evelyn Espinosa, Senior Regional Planner
Jeff Findley, Principal Regional Planner
Troy McNeil, Deputy Director and Fiscal Supervisor
Natalia Austin, Senior Regional Planner

VISITORS PRESENT:

Andrea Uribe, Leadership Counsel for Justice and Accountability, Policy Advocate
Lorena Mendibles, Senior Transportation Planner, Transit Specialist, Caltrans District 6
David Huff, Associate Transportation Planner, System Planning, Caltrans District 6
Julius LaRosa, Operations Manager, MV Transit
Ed Valdez, Community Resident

*Appeared after roll call

1. Roll Call

At 12:02 pm, Chair Frank Simonis called the meeting to order and instructed that roll call for attendance be taken. It was determined that a quorum was present.

2. Public Comment

Members of the Council noticed that David Huff from Caltrans District 6 was present online at the meeting and extended greetings.

3. Approve Minutes of September 9, 2025, Social Services Transportation Advisory Council Meeting

Olga Garcia moved to approve the minutes of the September 9, 2025, Social Services Transportation Advisory Council Meeting.

Seconded by Monty Cox.

Roll Call Vote:

Ayes: Frank Simonis, Raeanne Jain, Lynda Schafhauser, Monty Cox, Cynthia Ortegon, Franklina Bogan, Olga Garcia, Vincent Parker

Noes: None

MOTION CARRIED UNANIMOUSLY

4. Unmet Transit Needs Comment Analysis and Recommendation

The SSTAC reviewed eight comments that were received during the period between April 25, 2025, through November 14, 2025. Six of the comments were identified as potential unmet transit needs and were evaluated using the “unmet transit need” and “reasonable to meet” definitions.

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

- PROVIDE FIXED ROUTE SERVICE FROM OAKHURST TO FRESNO AND/OR CLOVIS

SSTAC Recommendation: Not an unmet transit need.

Discussion: Service from Oakhurst to Fresno is available; however, the trip is lengthy and requires a transfer in Madera. Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express. The County also provides Medical Escort Service from Eastern Madera County to Fresno for medical appointments.

- EXPAND SERVICE IN OAKHURST, TO INCLUDE MORE ACCESS TO DOCTOR'S OFFICES, SHOPPING, ETC.

SSTAC Recommendation: Not an unmet transit need.

Discussion: At this time, MCC’s fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

- INCREASE FIXED ROUTE SERVICES TO INCLUDE TWO DROP OFF TIMES INTO LA VIÑA

SSTAC Recommendation: Not an unmet transit need.

Discussion: Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the arrival schedule will be changed to 8:00AM and 6:20PM from La Viña. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to provide more service in La Viña in the future.

- ADD ANOTHER SERVICE DAY DURING THE WEEK AND ADD A WEEKEND SERVICE DAY TO THE EASTIN ARCOLA – RIPPERDAN - LA VIÑA ROUTE

SSTAC Recommendation: Not an unmet transit need.

Discussion: Current ridership is 1.2 riders per day, which may be improved with planned service changes. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to provide more service in La Viña in the future.

- IMPLEMENT MICROTRANSIT IN LA VIÑA

SSTAC Recommendation: Not an unmet transit need.

Discussion: Microtransit has long been identified as a potential strategy to address service gaps and increase service frequency in the county, including areas such as La Viña; however, the SSTAC recommends Madera County move towards a clear, defined path toward implementation.

- ADD A SHELTER, LIGHT POST, AND WASTE BASKET AT THE STOP ON VIÑA STREET

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: Right-of-way limitations at the Viña Street bus stop currently prevent installation of a shelter and lighting. Resolving these constraints will require additional analysis to identify feasible solutions.

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Madera (Madera Metro).

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Chowchilla (CATX).

The rest of the comments received were determined to be either operational or non-transit issues. Direction was given to forward these comments to the appropriate agencies to be addressed.

Vice Chair, Bertha Vega, made a motion, to recommend for Madera County for FY 2026-27: There are no unmet transit needs that are reasonable to meet.

Additionally, the SSTAC requests the following to be addressed during the upcoming fiscal year:

- The SSTAC formally recommends that the County of Madera identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County's microtransit feasibility study already completed, the SSTAC believes that additional planning should be accompanied by a clearer path toward implementation. The SSTAC recognizes microtransit as a viable solution to address the unique transportation needs of the county's rural and mountain communities and urges the County of Madera to take concrete steps toward implementation.

For the City of Madera for FY 2026-27: There are no unmet transit needs.

For the City of Chowchilla FY 2026-27: There are no unmet transit needs.

Seconded by Vincent Parker.

Roll Call Vote:

Ayes: Frank Simonis, Raeanne Jain, Lynda Schafhauser, Monty Cox, Cynthia Ortegon, Bertha Vega, Franklina Bogan, Olga Garcia, Vincent Parker

Noes: None

MOTION CARRIED UNANIMOUSLY

5. Appoint SSTAC representative to attend MCTC Policy Board Meeting on January 21, 2026

Frank Simonis volunteered to attend the Policy Board meeting on January 21, 2026. Several other Council members said they would attend to support.

6. Announcements

None

7. Adjourn

The meeting was adjourned by Chair Frank Simonis at 1:17 PM.

Social Services Transportation Advisory Council

**Madera County
Transportation
Commission
Members**

•

Chair
Jose Rodriguez
City of Madera

•

Vice Chair
Robert Poythress
Madera County

•

Waseem Ahmed
City of Chowchilla

•

Robert Macaulay
Madera County

•

David Rogers
Madera County

•

Rohi Zacharia
City of Madera

January 21, 2026

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

SUBJECT: SSTAC FY 2026/27 “Unmet Transit Needs” Recommendation

Dear Chair Rodriguez:

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 September 2025 to review last year’s findings and to prepare for this cycle’s unmet transit needs process. Comments regarding transit needs in Madera County were received at the “Unmet Transit Needs” Public Hearing on October 22, 2025. The SSTAC met again on December 9, 2025, 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 2026-27 there are no unmet transit needs that are reasonable to meet within the jurisdiction of the County of Madera.**

Additionally, the SSTAC requests the following to be addressed during the upcoming fiscal year:

- The SSTAC formally recommends that the County of Madera identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County’s microtransit feasibility study already completed, the SSTAC believes that additional planning should be accompanied by a clearer path toward implementation. The SSTAC recognizes microtransit as a viable solution to address the unique transportation needs of the county’s rural and mountain communities and urges the County of Madera to take concrete steps toward implementation.

- 2. For FY 2026-27 there are no unmet transit needs within the jurisdiction of the City of Chowchilla.**

- 3. For FY 2026-27 there are no unmet transit needs 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

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 Viña, 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 provide transportation to the Eastern Madera County communities including service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

Sincerely,

A handwritten signature in black ink that reads "Frank Simonis". The signature is written in a cursive, slightly slanted style.

Frank Simonis, SSTAC Chair

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

In the matter of
**FINDINGS OF THE FY 2026-27 UNMET
TRANSIT NEEDS HEARING**

Resolution No.: **26-01**

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 October 22, 2025, 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 in FY 2026/27 within the jurisdiction of the City of Madera, there are no unmet transit needs in FY 2026/27 within the jurisdiction of the City of Chowchilla, and that there are no unmet transit needs that are reasonable to meet in FY 2026/27 within the jurisdiction of the County of Madera.

BE IT FURTHER RESOLVED, the Social Service Transportation Advisory Council recommend the following:

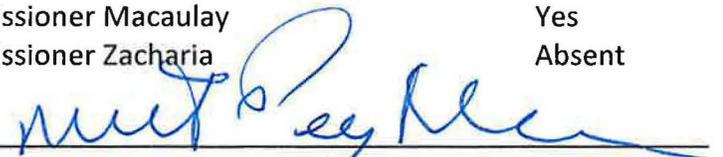
1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2026/27 within the jurisdiction of the County of Madera and that the following items be addressed during the upcoming fiscal year:

- The County of Madera will identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County’s microtransit feasibility study already completed, additional planning should be accompanied by a clearer path toward implementation. Microtransit is recognized as a viable solution to address the unique transportation needs of the county’s rural and mountain communities, therefore the County of Madera is urged to take concrete steps toward implementation.
2. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2026/27 within the jurisdiction of the City of Chowchilla.
 3. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2026/27 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 Medical 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 21st day of January 2026 by the following vote:

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



Chair, Madera County Transportation Commission



Executive Director, Madera County Transportation Commission