

# ABOUT MADERA COUNTY

Madera County is located in the geographic center of California. The county extends from the Sierra Nevada crest on its eastern boundary to the San Joaquin River on its southern and western boundaries. Madera County is characterized as rural with an estimated population of 155,349 in 2016. In 2016, the California Department of Finance (DOF) estimated that 65,474 people reside in the City of Madera (42%); 18,547 in the City of Chowchilla (12%); and 71,328 in the unincorporated area (46%). The county is divided into four planning areas -- the Madera urbanized area, the Chowchilla urban area, the Madera Ranchos/State Route 41 area, and the foothill/mountain communities area. Madera and Chowchilla are incorporated cities. Significant rural communities are found in Oakhurst/Ahwahnee; Coarsegold/Yosemite Lakes Park; Bass Lake/North Fork; Bonadelle Ranchos-Madera Ranchos; and Fairmead. Employment is based on agriculture and forestry (30.6%), services (19.6%), government (18.9%), wholesale and retail trade (14.4%), manufacturing (8.5%), and construction and mining (3.9%). There's a relatively high regional unemployment rate at 9.3% (2016 EDD) which reflects a need for development of more employment opportunities within the county.



## WE PLAN TO KEEP YOU MOVING SAFER, QUICKER, BETTER TRANSPORTATION IN MADERA COUNTY

The **Transportation Policy Committee** reviews transportation plans and programs prior to action by the MCTC, with particular attention to compliance with applicable State and Federal planning and programming requirements.

The **Technical Advisory Committee (TAC)** reviews staff work conducted pursuant to the Overall Work Program; advises the MCTC and Policy Committee on transportation issues; and makes recommendations on planning and programming actions to be taken by the MCTC.

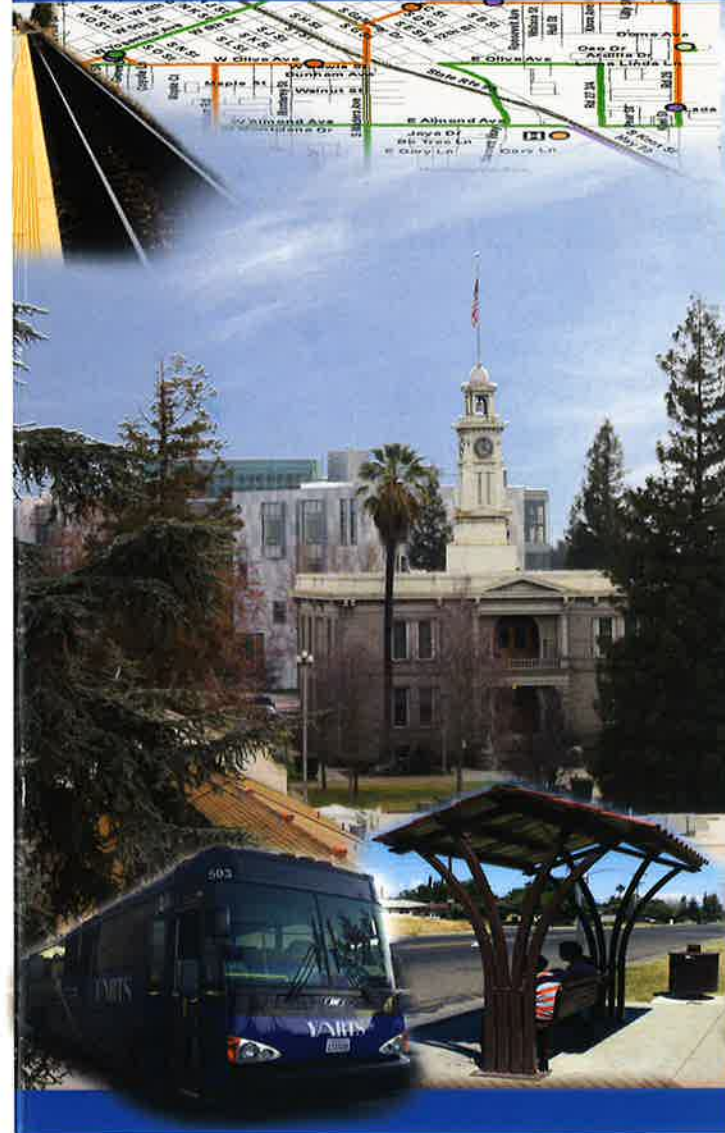
The **Social Services Transportation Advisory Council (SSTAC)** serves as a citizen advisory committee to the MCTC on matters related to public transportation needs of Madera County residents. They work with staff to develop recommendations for the MCTC towards finding that public transportation needs that are reasonable to meet are being met.

The **Measure T Citizens' Oversight Committee** is an appointed body of community representatives that provide independent review and oversight of the Madera County Transportation Authority (MCTA). The Committee issues an Annual Report to the public summarizing the MCTA audit findings and recommendations presented to the MCTA board.



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# WHO WE ARE

## What is the Madera County Transportation Commission (MCTC)?

The MCTC is the Regional Transportation Planning Agency (RTPA) and the designated Metropolitan Planning Organization (MPO) for Madera County. The MCTC's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the MCTC works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

## Who are MCTC Members?

### MCTC's Member Agencies

- City of Madera
- City of Chowchilla
- County of Madera

## How are we Funded?

The planning program is funded through a variety of local, State, and Federal funding sources. The general categories are bulleted below and specific funding commitments to the program are detailed in the Overall Work Program.

### Local Funding

- Local Transportation Fund (LTF)
- Madera County Transportation Authority/Measure "T"

### State Funding

- State Transportation Improvement Program - Project Planning, Programming and Monitoring

### Federal Funding

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)



# WHAT WE DO

## Transportation Planning Process

Transportation planning is a continuous process driven by the need to provide a safe and efficient system of transportation facilities and services to the public. There is an array of Federal and State laws, procedures, and guidelines which control transportation planning; all effectively establish the framework that the MCTC is expected to operate within. The process as described here is simplified to identify the major components or products which largely define the activities of the MCTC.

## Regional Transportation Plan

The Regional Transportation Plan (RTP) is the primary planning product of the MCTC. The RTP is developed and adopted on a quadrennial basis pursuant to federal and state requirements. The RTP is organized to present a comprehensive set of transportation goals, policies, and objectives for the Madera County Region. The plan is to look at least 20 years into the future and is also required to be financially constrained. The RTP incorporates a Sustainable Communities Strategy (SCS) in compliance with the greenhouse gas reduction requirements of SB 375. MCTC has approached development of the SCS as an *opportunity* to enhance the integration of transportation, land use, and the environment in the Madera region.

## Bicycle and Pedestrian

Bicycle and pedestrian planning is assuming new importance with the improved funding capacity through various Federal and State Programs. There is a renewed State emphasis on funding bicycle and pedestrian facilities through the Active Transportation Program (ATP). The MCTC is committed to promoting reduced travel demand through rideshare coordination, employer commute solutions education, and public awareness of alternative modes of transportation.

## Measure T

The Madera County Transportation Authority (MCTA) was established to administer the proceeds of Measure "T". In 2006, Madera County voters approved Measure "T", a 1/2 cent sales tax for local transportation projects. Measure "T" is a 20 year program that provides funding for transportation improvements through the year 2027.



## Overall Work Program

The Overall Work Program (OWP) is the controlling document for the MCTC work activities. It documents past accomplishments, identifies all scheduled work for the coming program year, and establishes a detailed budget required to deliver the annual program. The OWP is a primary means of communication between staff, MCTC Policy Board, and State and Federal funding agencies.

## Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a comprehensive listing of transportation projects that receive federal funds, require a federal action, or are regionally significant. The FTIP is developed pursuant to Federal guidelines and is required to be consistent with current estimates of Federal funding available to governmental entities within Madera County. The prepared FTIP is a multi-modal list of capital improvement projects to be implemented over a four-year period. Projects listed in the FTIP are designed to be consistent with, and implement the Regional Transportation Plan (RTP), the 20 year plan for transportation improvements in the region.

## Transit

Transportation is vital to our quality of life. A good transportation system provides travel choices that serve the entire community. These choices make the community a better place to live, work, and play. There are several different public transit services offered in the Madera County Region. The public transit operations include Madera Area Express (MAX), Madera Dial-A-Ride, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Senior Bus & Escort Program, and Yosemite Area Regional Transportation System (YARTS). Visit [www.maderactc.org](http://www.maderactc.org) for schedules and additional information.

