



Regular Meeting of the Social Services Transportation Advisory Council

LOCATION

Webinar

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---april-1-2021>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 496-116-213

DATE

April 1, 2021

TIME

1:30

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of the Local Social Service Providers for Seniors
Ellen Moy	Representative of the Local Social Service Providers for Seniors
Vacant	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Provider for Disabled
Vacant	Local Social Service Provider for Persons of Limited Means

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

AGENDA

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

INTERPRETING SERVICES

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

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 15 durante horas de oficina.

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

Item	Description	Enclosure	Action
1	Introductions		
2	Public Comment		
3	Minutes of the May 27, 2020 SSTAC Meeting	Yes	Approve
4	New Member Orientation: Roles and responsibilities Handout	Yes	Discussion
5	Election of Officers	No	Discussion
6	SSTAC Member Vacancies Outreach for Vacancies Categories: (1) Potential Transit User Who Is Disabled; (2) Representative of the Local Social Service Provider for Disabled; (3) Local Social Service Provider for Persons of Limited Means	Yes	Discussion
7	Unmet Transit Needs Definition Review MCTC's definition and other agencies definition	Yes	Accept or Amend
8	Quarterly Meetings for FY 2021-2022 Proposed schedule	Yes	Discussion
9	Anticipated Comments Comments received from FY 2020-21	Yes	Discussion
10	Discuss Future Meetings Unmet Needs Public Hearing – April 17, 2021 SSTAC Meeting – April 26		

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, May 27, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, May 27, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means,
Madera County Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Robin Roman, City of Chowchilla Public transportation Representative

VISITORS PRESENT:

Juanita Martinez, member of the public
Madeline Harris, Leadership Counsel for Justice and Accountability

I: Introductions

Amelia Davies called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments were reviewed one by one.

VI: Recommendation to the MCTC Board

There is not a recommendation for the Board due to not having input from the City of Madera.

VII: Future meetings

A follow up meeting was scheduled for June 1st at 10:30 to go over the City of Madera Comments.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 28 AM

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, June 1, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, June 1, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means,
Madera County Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Annie Self, Madera Metro, MV Transportation, transportation provider with the City of Madera
Ivette Iraheta, City of Madera
Michelle Avalos, City of Madera.

VISITORS PRESENT:

None.

I: Introductions

The purpose of this meeting is to go over the comments directed to the City of Madera and to have a recommendation to forward to the MCTC Board.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments for the City of Madera were reviewed.

VI: Recommendation to the MCTC Board

- SSTAC recommendation: In agreement that there are unmet transit needs but they are not reasonable to meet at this point.

VII: Future meetings

None scheduled.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 35 AM

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

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

Responsibilities:

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

THE MADERA COUNTY TRANSPORTATION COMMISSION IS SEEKING APPLICATIONS FOR COMMITTEE APPOINTMENT

Interested in joining the SSTAC?

Call us at (559) 675 0721 x 15 or send us an email to evelyn@maderactc.org

WWW.MADERACTC.ORG

If you are interested in helping to improve public transit services within the county or know someone who would, please contact the Madera County Transportation Commission office. Those wishing to apply for one of the two vacant Social Services Transportation Advisory Council (SSTAC) positions can contact MCTC staff or access an application on the SSTAC Application webpage:

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

Two vacancies to be filled:

- **Potential Transit User Who is Disabled**
- **Representative of the Local Social Service Provider for Disabled**

Madera County Transportation Commission

Definition of “Unmet Transit Needs”

The Madera County Transportation Commission has determined that its definition of the term **“unmet transit needs”** includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term **“reasonable to meet”** shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

Tulare County

Unmet Transit Need Definition and Criteria

“Unmet Transit Need”: An unmet transit need, as identified during Tulare County Association of Governments annual Unmet Transit Needs Process, exists where public transit services are not currently provided for persons who rely on public transit to conduct daily activities. At a minimum, an unmet need must be identified by substantial community input through the public outreach process or identified in a Short Range Transit Plan, Coordinated Transportation Plan, or the Regional Transportation Plan and has not yet been implemented or funded.

“Reasonable to Meet”: Following is the TCAG definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County. An unmet transit need shall be considered “reasonable to meet” if the proposed service is in compliance with of the following criteria, as each are applicable:

Equity

1. The new, expanded, or revised transit service is needed by, and will benefit, either the general public or the elderly and disabled population as a whole. Transit service cannot be provided for a specific subset of either of these groups.
2. The proposed service will not require reductions in existing transit services that have an equal or higher priority.
3. The proposed service will require a subsidy generally equivalent to other similar services.

Timing

1. The proposed service is in response to an existing rather than future transit need.

Feasibility

1. The proposed service can be provided with available TDA funding (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.)
2. Sufficient ridership potential exists for the new, expanded, or revised transit service.
3. The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

1. The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
2. The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.
3. The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.
4. The proposed service must have potential providers that are available to implement the service.

Community Acceptance

1. The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, inclusion in adopted programs and plans, adopted governing board positions and/or other existing information.

ADA Conformity

1. The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

Operational Feasibility

1. The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.

Notes:

1. 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.

RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW TRANSIT SERVICES IN TULARE COUNTY.

The state has established a basic requirement in Section 99268 of the Public Utility Code for all proposed transit services in urban areas (the Visalia, Tulare, and Porterville Urbanized Areas). This requirement is to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% exists for special services (i.e. elderly and disabled, demand-response) and rural area services. Transit serving both urban and rural areas, per state law, may obtain a blended passenger fare ratio. If a provider is granted a blended farebox recovery, performance levels should be adjusted accordingly.

TCAG has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as a result of the unmet needs process as they are proposed and implemented, which are described below. Transit serving both urban and rural areas, per state law, may obtain an "intermediate" passenger fare ratio.

END OF TWELVE MONTHS OF SERVICE

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed

END OF TWENTY-FOUR MONTHS

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
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Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications, if needed.

END OF THIRTY-SIX MONTHS

Performance Level

<u><i>Urban Service</i></u>	<u><i>Special/Rural Service</i></u>	<u><i>Recommended Action</i></u>
Less than 15%	Less than 7%	Provider may discontinue service
15-20%	7-10%	Provider will continue service, with Modifications if needed
20% or more	10% or more	Provider will continue service, with Modifications if needed

MERCED COUNTY UNMET TRANSIT NEED AND REASONABLE TO MEET DEFINITIONS

Unmet Transit Need:

An **unmet transit need** is an inadequacy in the existing public transit services for persons recognized as transit-dependent in Merced County.

Reasonable to Meet:

An unmet transit need that meets the definition above and meets **all** the following criteria shall be considered reasonable to meet:

Minimum requirements:

1. **Feasibility** - The proposed transit service can be achieved safely and will not violate local, state, and federal law.
2. **Funding** - The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.
3. **Equity** - The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

Other areas for consideration:

4. **Community Acceptance** - There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.
5. **Potential Ridership** – The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet “new service” ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.
6. **Cost Effectiveness** – Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

STAFF REPORT

SUBJECT: Unmet Transit Needs Public Hearing

RECOMMENDED ACTION: Action

SUMMARY:

Each year, pursuant to state law, as the Regional Transportation Planning Agency the San Joaquin Council of Governments (SJCOG) must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. State law requires SJCOG to ensure that reasonable needs are met before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

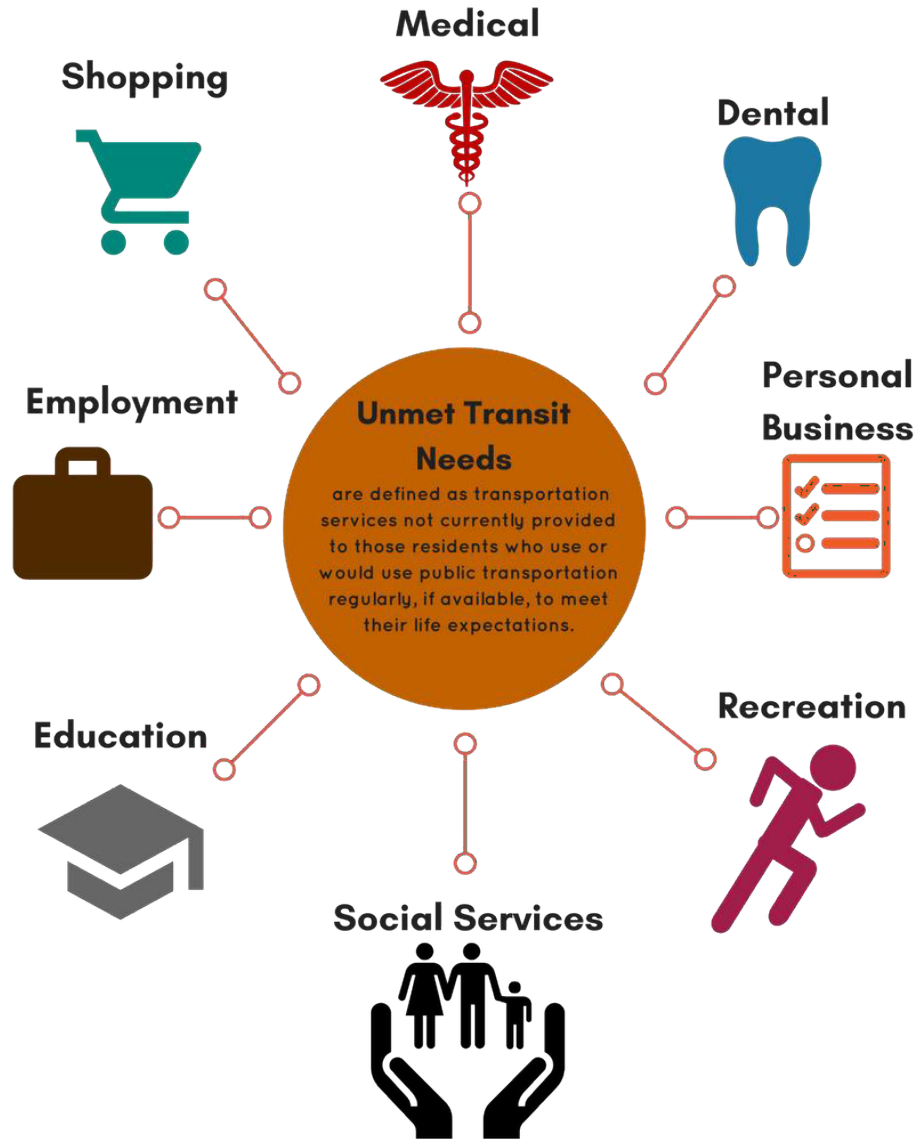
1. Ensure that several factors have been considered in the planning process, including:
 - a. Size and location of groups likely to be dependent on transit,
 - b. Adequacy of existing services and potential alternative services
 - c. Service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Define the terms "unmet transit needs" and "reasonable to meet."
4. Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

RECOMMENDATION:

SJCOG staff recommend that the SSTAC Chair open the public hearing to receive unmet transit needs comments, and then close the public hearing with no further action necessary at this time.

BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of "unmet transit need" and "reasonable to meet" in September 2017. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:



An unmet transit need that meets the definition above, and meets all the following criteria, shall be considered **reasonable to meet**:



Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.

DISCUSSION:

The COVID 19 pandemic has caused a lot of uncertainty among transit riders, therefore, to ensure San Joaquin County residents are provided an opportunity to voice their transit needs, SJCOG has increased the modes in which residents can participate in the Unmet Transit Needs (UTN) assessment. SJCOG staff have laid out the following tasks to ensure widespread input is gathered:

- Extended the public comment period from December 31st, 2020 to January 31st, 2021.
- Created a new email address, UTN@SJCOG.ORG to receive UTN comments year-round.
- Published the December 3rd, 2020 UTN Public Hearing notice in 6 local newspapers, including a Spanish newspaper.
- Made available both an online and printable (English and Spanish) UTN Survey.
- Conducted informational UTN PowerPoint presentations to various community groups.
- Held a Public Hearing at the December 2020 SJCOG Board Meeting.

NEXT STEPS:

- SJCOG will collect comments until January 31, 2021
- SJCOG and SSTAC members will analyze all comments to determine if any are considered unmet transit needs that are reasonable to meet
- Board adoption of UTN findings in Spring 2021

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

From KCAG's SSTAC 1.28.2021 Agenda

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet".

KCAG has defined these terms in the RTP as follows:

- A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.
- B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:
 - 1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.
 - 2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.
 - 3) The proposed transit service has community support from the general public, community groups, and community leaders.
 - 4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.
 - 5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
 - 6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
 - 7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

- 8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

SSTAC Schedule - Current

2020-2021

Quarter 4: April - June

SSTAC 1 Meeting- April 1, 2021

Legally noticed Public Hearing – April 21, 2021

SSTAC 2 Meeting – April 26, 2021

Unmet Needs Recommendations to Board – Wednesday, May 19, 2021

SSTAC Proposed New Quarterly Schedule

2021-2022

Quarter 1: July – September

End of July – SSTAC 1

Board quarterly report September. No Board meeting in August generally.

Quarter 2: October – December

First week of October – SSTAC 2

Board Quarterly Report in October or November. No Board meeting in December generally.

Quarter 3: January – March

End of January – SSTAC 3

Board Quarterly report in February

Quarter 4: April - June

April - SSTAC 4 Meeting

Unmet Needs Board meeting – May

Analysis of Comments Received During the FY 20/21 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
1.1	Madera County	MCC/Chowchilla-Fairmead	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	The County will continue monitoring ridership and will be conducting an assessment of their routes.
1.2	Madera County	MCC/Chowchilla-Fairmead	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	County transit staff went to Fairmead and talked to the President of Fairmead community group. The survey for location of shelter was halted due to COVID-19. Leadership Counsel was also going to assist with this. Demand is not overwhelming on this route. This unmet need will be followed up based on level of demand.
1.3	Madera County	MCC/Chowchilla-Fairmead	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.	Yes	This comment not reasonable to meet at this point in time but it is being worked on.	Ellen Moy and County staff has been working with the Leadership Counsel on opening such a stop and will continue to do so once COVID-19 allows.
2	Madera County	Eastin Arcola-Ripperdan-La Vina	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit	Yes	This comment is not currently reasonable to meet.	The County plans to initiate additional runs to this current service on a pilot basis beginning July 2020. One will be added in mid-morning departing the Downtown Intermodal Center at approximately 11:20am and one at 3:35pm. The County will closely monitor these runs and overall demand for cost effectiveness and for any warranted expansion.
3.1	City of Madera		Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	Yes	This comment is not reasonable to meet at this point in time.	This comment is currently being further studied by City of Madera staff.

3.2	City of Madera	Installation of trash cans on MAX buses	No	N/A	There is no eating or drinking on the bus and trash cans are available at bus stops. However, there is a trash can in front of the bus but no where to secure on at the back so that would not be feasible. The trash cans get emptied with driver change or end of day.
3.3	City of Madera	Thirty-minute incremented bus service on all MAX routes;	Yes	Not reasonable to meet because it is not cost effective.	City staff is already looking at re-routing for the timing. For Route 2, they currently do not have the ridership to support the current route so it would be difficult to meet farebox recovery ratio and does not justify a change to 30-minute headways. Currently an assessment on routes is being performed. MV transit is doing preliminary re-routing assessment to improve efficiency/change the route. There will be an update this summer on this assessment by MV transit.
3.4	City of Madera	Improvements to the "Dial-a-Ride" Dispatch system	No	N/A	Dispatch is trained once a month. Riders can schedule as much as 7 days in advance and should be scheduled at least 24 hours in advance. Otherwise it is first come/first served. DAR user guidelines will be online and will be on the bus as handouts.
3.5	City of Madera	Extended MAX service operation on weekends;	Yes	Not reasonable to meet because it is not cost effective.	The city has been trying for two years to get the Caltrans planning grant to do a thorough assessment of routes to get data and to make determination on whether extending service for the weekend is feasible. Ridership is currently low on Route 2 and it is not cost-effective. Even DAR Sunday service is low (possible due to COVID-19).
3.6	City of Madera	Equip bus stops and buses with route-related signage	No	N/A	The City is about to launch the new signage for bus stops. This is upcoming.
4.1	All	Apply for grant funding to secure free rides for students	No	N/A	CARES Act is currently providing very generous funding. City of Madera is currently offering free rides as part of the CARES Act funding and we don't want to overlook that. Ridership is dropping for the last 5 years, even before COVID-19. So many transit agencies are struggling to get ridership back. Whether or not free rides will be sustainable after CARES Act funding is another factor. MCTC is not solely responsible for applying for funding but we do coordinate with each agency.

4.2	All	Pursuit of regional funding for an electric rural rideshare program	No	N/A	<p>Comment from Ellen Moy: Calvans is a very respectable agency for farm workers and general public. County recommends that MCTC contact Calvans to inquire what kind of vehicles, if electric, for rideshare purposes and maybe to beef up the already existing service. Inquire about Fresno's program.</p>
4.3	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	No	N/A	<p>There is mandatory Title VI training upon hire at MV Transit. County transit has in service meetings for all drivers. During these meetings they normally have presenters with disability challenges to help drivers understand their challenges when using transit so drivers can better help understand their needs when transporting them.</p>