



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

June 23, 2021

TIME

3:00 PM

Policy Board Members

Commissioner Jose Rodriguez, Chair
Commissioner Tom Wheeler, Vice Chair
Commissioner Waseem Ahmed
Commissioner Brett Frazier
Commissioner Robert Poythress
Commissioner Cecelia Gallegos

Councilmember, City of Madera
Madera County Supervisor
Councilmember, City of Chowchilla
Madera County Supervisor
Chair, Madera County Supervisor
Councilmember, City of Madera

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.



In compliance with Government Code §54952.3, compensation for legislative body members attending the following simultaneous meeting is \$100. Compensation rate is set pursuant to the rules of the Madera County Transportation Commission.

SPECIAL NOTICE

Important Notice Regarding COVID 19

In accordance with Governor Newsom’s Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet or smartphone.

Please register for the GoToWebinar from your computer, tablet, or smartphone

<https://attendee.gotowebinar.com/register/6216652353166336779>

After registering you will receive a confirmation email containing information about joining the webinar

You can also dial in using your phone

1 (951) 384-3421 or 1 (866) 901-6455 (Toll Free)

Access Code: 971-491-191

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 10:00 am on 6/23/2021**. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

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

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2020-21

Enclosure: Yes

Action: Approve Resolution 21-03 Amendment No. 1

4-B. Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) Housing Planning Grants Program Receipt of Additional Funding – Amendment No. 1

Enclosure: Yes

Action: Information and Discussion Only

4-C. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 1 – (Type 3 – Formal)

Enclosure: Yes

Action: Ratify

4-D. Congressionally Directed Surface Transportation Project Funding

Enclosure: Yes

Action: Information and Discussion Only

4-E. California State Broadband Action Plan

Enclosure: No

Action: Information and Discussion Only

4-F. Notice of Availability for the Draft Version of the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study

Enclosure: No

Action: Information and Discussion

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. PUBLIC HEARING: 2021 Draft Conformity Analysis Public Hearing Resolution 21-09

Enclosure: Yes

Action: Conduct public hearing, receive testimony, and consider adoption of 2021 Conformity Analysis - Resolution 21-09

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

7-A. Executive Minutes – May 19, 2021

Enclosure: Yes

Action: Approve Minutes

7-B. Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2020: City of Madera

Enclosure: Yes

Action: Accept TDA Compliance Audit Report: City of Madera

7-C. Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 3, Resolution 20-09 Amendment No. 3

Enclosure: Yes

Action: Approve Resolution 20-08 Amendment No. 3 and Resolution 20-09 Amendment No. 3

7-D. ADA Public Notice and Grievance Procedure – Resolution 21-10

Enclosure: Yes

Action: Adopt Resolution 21-10 accepting the Grievance Procedure and Form, and the Public Notice as required by the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973

7-E. MCTC Voluntary COVID Vaccination Policy and Declination Form

Enclosure: Yes

Action: Amend Employee Manual to include Voluntary COVID Vaccination Policy and Declination Form

7-F. Social Services Transportation Advisory Council (SSTAC) Member Appointment and Vacancies

Enclosure: No

Action: Appoint applicant to the Social Service Transportation Advisory Council

7-G. Report of Closed Session Item from May 19, 2021, Policy Board Meeting

Enclosure: No

Action: No action required

7-H. Award Contract – Lobbying and Intergovernmental Services

Enclosure: No

Action: Authorize staff to enter a contract with Khouri Consulting in the amount not to exceed \$60,000

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

NONE

10. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Caltrans

11-B. Items from Staff

11-C. Items from Commissioners

12. CLOSED SESSION

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2020-21

Enclosure: Yes

Action: Approve Resolution 21-03 Amendment No. 1

SUMMARY:

The Low Carbon Transportation Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created as a statewide program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program established by Assembly Bill 32 with proceeds deposited into the Greenhouse Gas Reduction Fund.

The Madera County Transportation Commission is a designated recipient of Low Carbon Transit Operations Program funds for the Madera region. Funds allocated for the FY 2020/21 Low Carbon Transit Operations Program total \$168,166. Allocation of these funds is based on the State Controller's distribution formula for State Transit Assistance (STA) funds, per Sections 99313 and 99314 of the California Public Utilities Code. Matching funds are not required for this program. The County of Madera has amended their project to the following:

County of Madera

Purchase 2 Electric MCC Buses

\$81,954

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

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

In the matter of
**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND
AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS
PROGRAM (LCTOP) FOR THE FOLLOWING
PROJECTS:
PURCHASE ONE DIAL-A-RIDE BUS \$17,696;
PURCHASE ONE MADERA METRO PARATRANSIT
VEHICLE \$68,516;
PURCHASE TWO ELECTRIC MCC BUSES
\$81,954**

Resolution No.: **21-03 Amendment No. 1**

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Madera County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Patricia, Taylor, Executive Director.

WHEREAS, the Madera County Transportation Commission wishes to implement the following LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set

forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Patricia Taylor, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Madera County Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2020-2021 LCTOP funds:

CITY OF CHOWCHILLA

Project: Purchase One Bus

Amount of LCTOP funds requested: \$17,696

Short description of the project: This project will result in the purchase of one Dial-A-Ride bus.

Benefit to Priority Populations: Utilizing a new bus will benefit DACs within the transit service area by providing safe, reliable transportation.

CITY OF MADERA

Project: Purchase One Madera Metro Paratransit Vehicle

Amount of LCTOP funds requested: \$68,516

Short description of the project: This project will result in the procurement of one Madera Metro Paratransit Vehicle for use to transport students to college when fixed route us not in service.

Benefit to Priority Populations: Utilizing a new vehicle will benefit a DAC, particularly college students, within the transit service area by adding capacity, improving safety, and increasing transportation dependability to more easily access affordable higher education.

COUNTY OF MADERA

Project: Purchase Two Electric MCC Buses

Amount of LCTOP funds requested: \$81,954

Short description of project: This project will result in the procurement of two electric buses.

Benefit to priority populations: Utilizing new buses will benefit DACs within the transit service area by adding capacity, improving safety, and increasing reliability. MCC services also promote walking and bicycling that promote healthy living and improve the quality of life for all residents.

The foregoing resolution was adopted this 23rd day of June 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Brett Frazier	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 4-B

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) Housing Planning Grants Program Receipt of Additional Funding – Amendment No. 1

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The 2019-20 California State Budget Act allocated \$250 million for all regions, cities, and counties in the State for prioritizing planning activities that accelerate housing production to meet identified needs of every community. With this allocation, the State Housing and Community Development (HCD) department established the Regional Early Action Planning Grant Program (REAP) with \$125 million allocated to regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation (RHNA).

The Madera County Transportation Commission (MCTC) adopted a REAP Housing Planning Grants Program on April 21, 2021 (Resolution 04-21). MCTC will receive an additional \$125,000 in REAP funds that will be placed in the MCTC REAP Housing Planning Grants Program by the Executive Director, pursuant to the authority granted by the MCTC Policy Board through Resolution 04-21.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

AMENDMENT No. 1 TO MEMORANDUM OF UNDERSTANDING
SAN JOAQUIN VALLEY REGIONAL EARLY ACTION PLANNING COMMITTEE
FOR HOUSING

This Amendment to Agreement (hereinafter "Amendment No. 1 to MOU") amends that certain agreement (hereinafter "MOU") entered into November 19, 2020, by and between the agencies ("**Members**") comprising the San Joaquin Valley Regional Early Action Planning Committee for Housing ("**Committee**") set forth below:

Fresno Council of Governments
2035 Tulare Street Suite 201
Fresno, CA 93721
Email: tboren@fresnocog.org

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301
Email: ahakimi@kerncog.org

Kings County Association of Governments
339 W D Street
Lemoore, CA 93245
Email: terri.king@co.kings.ca.us

Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
Email: patricia@maderactc.org

Merced County Association of Governments
369 W 18th Street
Merced, CA 95340
Email: stacie.guzman@mcagov.org

San Joaquin Council of Governments
555 E Weber Avenue
Stockton, CA 95202
Email: achesley@sjcog.org

Stanislaus Council of Governments
1111 "I" Street, Suite 308
Modesto, CA 95354
Email: rpark@stancog.org

Tulare County Association of Governments
210 N Church Street, Suite B
Visalia, CA 93291
Email: tsmalley@tularecog.org

RECITALS

- A. The Members have decided to amend the distribution of the proceeds of the Initial Grant (defined in the November 19, 2020 MOU).
- B. The revised distribution is attached hereto and incorporated herein by reference as Exhibit B-1, which the Members intend to replace Exhibit B under the November 19, 2020 MOU.

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AGREEMENT

In consideration for their mutual promises, the Members agree as follows:

1. Section 1, Allocation of Initial Grant of the November 19, 2020 MOU shall be deleted in its entirety and replaced with the following:

1. Allocation of Initial Grant. The Members agree to allocate the \$10,218,830.75 of the Initial Grant as follows:

- a. FCOG will retain \$4,475,000 of the Initial Grant to perform the following tasks:

- i. FCOG shall prepare a comprehensive housing report and policy recommendations for implementation, as stated in the Application. FCOG may enter into agreements as necessary to perform its obligations under this provision of the MOU and under the Application and Agreement.

- ii. FCOG shall conduct regional planning and coordination, and provide technical assistance, as stated in the Application. FCOG may enter into agreements as necessary to perform its obligations under this term of the MOU and under the Application and Agreement.

- iii. FCOG shall administer of the Application, Agreement, this MOU, and the Initial Grant, as stated in the Application.

- b. FCOG shall distribute the remaining \$4,743,830.75 of the Initial Grant directly to each of the Members, as more particularly described in Exhibit B-1, "Phase I" in proportion to each Member's relative population using California Department of Finance population estimates updated as of January 2020.

- c. FCOG shall distribute and additional \$1,000,000 of the Initial Grant directly to each of the Members, on the basis of \$125,000 each as more particularly described in Exhibit B-1, "Phase II."

2. It is the intent of the parties this Amendment No. 1 to MOU shall become effective July 1, 2021 ("**Effective Date**").

3. Unless expressly modified by the terms of this Amendment No. 1 to MOU, all other terms of the November 19, 2020 MOU remain in full force and effect.

4. Each Member represents and warrants that the individual signing this Amendment No. 1 to MOU is duly authorized to do so and their signature on this Amendment No. 1 to MOU legally binds that Member to the terms of this Amendment No. 1 to MOU.
5. This MOU may be signed in counterparts, each of which is an original, and all of which together constitute this MOU.#

[Signature pages follow.]

The Members have caused this Amendment No. 1 to MOU to be executed as of the Effective Date.

Fresno Council of Governments

By:

Tony Boren, Director

Kern Council of Governments

By:

Ahron Hakimi, Director

Kings County Association of Governments

By:

Terri King, Director

Madera County Transportation Commission

By:

Patricia Taylor, Director

Merced County Association of Governments

By:

Stacie Dabbs, Director

San Joaquin Council of Governments

By:

Diane Nguyen, Director

Stanislaus Council of Governments

By:

Rosa Park, Director

Tulare County Association of Governments

By:

Ted Smalley, Director

EXHIBIT B-1

San Joaquin Valley REAP Summary Funding Table

<----- Initial Funding ----->

	Phase I (1st app)				Phase II (2nd app)			Phase III (3rd app)	Summary		
	Original for RHNA	Sub Alloc Cities\County	Additional RHNA (a)	Total Phase I	Valleywide Planning	Supplemental RHNA (b)	Total Phase II	Sub Alloc Cities\County	Funds Dedicated to REAP	Funds Dedicated to RHNA	Total HCD Program
FCOG	187,989	762,257	164,491	1,114,738	4,475,000	125,000		2,057,660	7,294,918	477,480	7,772,398
Kern	168,871	684,737	147,762	1,001,370		125,000		1,848,399	2,533,136	441,633	2,974,769
Kings	28,492	115,527	24,930	168,949		125,000		311,858	427,386	178,422	605,808
Madera	29,155	118,219	25,511	172,886		125,000		319,124	437,344	179,666	617,010
Merced	52,345	212,248	45,802	310,395		125,000		572,948	785,196	223,147	1,008,343
San Joaquin	142,517	577,877	124,703	845,097		125,000		1,559,939	2,137,817	392,220	2,530,037
Stanislaus	102,407	415,238	89,606	607,250		125,000		1,120,905	1,536,143	317,013	1,853,156
Tulare	88,223	357,727	77,195	523,145		125,000		965,658	1,323,384	290,419	1,613,803
Total	800,000	3,243,831	700,000	4,743,831	4,475,000	1,000,000	5,475,000	8,756,492	16,475,323	2,500,000	18,975,323
Percentage	17%	68%	15%	100%	82%	18%	100%	100%	87%	13%	100%

Significant Local
Agency Involvement
in REAP process

Proposed future
funding, subject to
change by HCD

Notes: (a) Sum of Valleywide Tech Assist, Admin and Housing Report that was in the 1st app and subsequently moved to the 2nd app.
(b) \$1M transferred from Valleywide to regional planning agencies for RHNA planning. Also can be used for admin and project staffing/management.

Phase II (2nd app) Valleywide Budget	
Supplemental RHNA	1,000,000
Comprehensive Housing Report	500,000
Housing Report Policy Implem.	1,000,000
Household Travel Survey	500,000
Consultant Bench	1,500,000
Outreach, Marketing	250,000
Fresno COG Admin	300,000
Housing Program Manager	314,200
Reserve/Contingencies	110,800
	5,475,000



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 4-C

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 1 – (Type 3 – Formal)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 1 to the 2021 FTIP on May 19, 2021. State and Federal approval is required. The amendment includes the following:

- Adjusts the Highway Bridge Program (HBP) Grouped Project Listing;
- Adds Federal Lands Access Program (FLAP) revenue in FY 21/22;
- Adds Highway Infrastructure Program (HIP) revenue in FY 21/22;
- Adds Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) revenue (Non-STIP) in FY 21/22; and
- Adjusts County of Madera Section 5311 funding for preventative maintenance.

Amendment No. 1 to the 2021 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

May 19, 2021

Mr. Muhaned Aljabiry
California Department of Transportation
Division of Financial Programming
Office of Federal Programming and Data Management
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Lima Huy

Subject: Submittal of the Madera County Amendment No. 1 (Type 3 - Formal) to the 2021 Federal Transportation Improvement Program

Dear Mr. Aljabiry:

Enclosed for your approval is Amendment No. 1 (Type 3 - Formal) to the 2021 Federal Transportation Improvement Program (FTIP). The Executive Director of the Madera County Transportation Commission (MCTC) as authorized by the Policy Board hereby approves Amendment No. 1 to the 2021 FTIP. State and Federal approval is required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 1 to the 2021 FTIP. The project and/or project phases are consistent with the 2018 Regional Transportation Plan (RTP), as amended. The attachment also includes the CTIPs printouts for the project changes to the 2021 FTIP via Amendment No. 1.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2021 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2021 FTIP Formal Amendment No. 1 addresses the following changes:
 - Adjusts Highway Bridge Program (HBP) Grouped Project Listing.
 - Adds Federal Lands Access Program (FLAP) revenue in FY 21/22.
 - Adds Highway Infrastructure Program (HIP) revenue in FY 21/22.
 - Adds Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) revenue (Non-STIP) in FY 21/22.
 - Adjust County of Madera Section 5311 funding for preventative maintenance.

The financial plan confirms that, with this amendment, the 2021 FTIP remains financially constrained.

- Public Involvement: Attachment 3 includes the Public Notice.
- Grouped Project Listing: Attachment 4 includes Grouped Project Listings.
- Conformity Requirements: The proposed project changes have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

A 7-day public review and interagency consultation period was completed on May 18, 2021. The public participation process for Amendment No. 1 to the 2021 FTIP is consistent with the MCTC Board adopted Public Participation Plan.

An electronic copy of the four-year financial plan will be sent via email. Amendment No. 1 to the 2021 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

If you have any questions regarding this document, please contact Jeff Findley at (559) 675-0721 or jeff@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

cc:
Federal Highway Administration
Federal Transit Administration
Environmental Protection Agency
Caltrans District 6
Caltrans DLAE
Executive Directors, Valley MPOs

ATTACHMENT 1
PROJECT LISTING

Summary of Changes

MCTC 2021 FTIP Amendment No. 1 (Formal, Type 3)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
Existing	MAD 410001 221-0000-00036	HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories)	COST INCREASE	CON	\$175,000	\$321,000	20/21	HBP	\$146,000	\$146,000	Per Caltrans Updated List - 3/30/21
			NO CHANGE	CON	\$3,000	\$3,000	20/21	Local	\$0		
			COST DECREASE	CON	\$140,000	\$0	21/22	HBP	(\$140,000)	(\$140,000)	
			NO CHANGE	CON	\$0	\$0	21/22	Local	\$0		
Existing	MAD 440001 221-0000-00367	The Federal Lands Access Program provides funds for projects on Federal Lands Access transportation facilities that are located on or adjacent to, or provide access to Federal lands.	COST INCREASE	CON	\$0	\$20,300,000	21/22	FLAP	\$20,300,000	\$20,300,000	Per Caltrans request - 3/17/21
			NO CHANGE	CON	\$0	\$0	21/22	Local	\$0		
New	Revenue Only	Highway Infrastructure Program (HIP)	NEW REVENUE	N/A	\$0	\$130,000	21/22	HIP	\$130,000	\$130,000	Per Caltrans request - 2/17/21
			NO CHANGE	N/A	\$0	\$0	21/22	Local	\$0		
New	Revenue Only	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - Non-STIP	NEW REVENUE	N/A	\$0	\$728,000	21/22	CRRSAA	\$728,000	\$728,000	Per Caltrans List
			NO CHANGE	N/A	\$0	\$0	21/22	Local	\$0		
Existing	MAD 113049 221-0000-00397	Section 5311: County of Madera: Preventative Maintenance	COST INCREASE	CON	\$74,000	\$167,000	21/22	5311	\$93,000	\$109,000	Per County of Madera request
			COST INCREASE	CON	\$6,000	\$22,000	21/22	Local	\$16,000		

	20/21	21/22	22/23	23/24	Totals
HBP	\$146,000	(\$140,000)	\$0	\$0	\$6,000
FLAP	\$0	\$20,300,000	\$0	\$0	\$20,300,000
HIP	\$0	\$130,000	\$0	\$0	\$130,000
CRRSAA	\$0	\$728,000	\$0	\$0	\$728,000
5311	\$0	\$93,000	\$0	\$0	\$93,000
Local	\$0	\$16,000	\$0	\$0	\$16,000
Total	\$146,000	\$21,127,000	\$0	\$0	\$21,273,000

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

Item 4-4-C.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0036	TITLE (DESCRIPTION): HBP Program (HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD410001		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
38	Active	05/04/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	28,328,000		
37	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	28,322,000		
36	Official	11/12/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	19	28,322,000		
35	Official	04/10/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	12	28,164,000		
34	Official	11/12/2019	JFINDLEY	Amendment - Cost/Scope/Sch. Change	8	28,137,000		
33	Official	04/17/2019	JFINDLEY	Amendment - Cost/Scope/Sch. Change	4	27,616,000		
32	Official	01/23/2019	JFINDLEY	Amendment - Cost/Scope/Sch. Change	2	27,615,000		
31	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	25,458,000		
30	Official	04/04/2018	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	25,458,000		

* Local HBRR - Local FHWA - HBRR		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Highway Bridge Program	CON	10,013,000	321,000			834,000	15,187,000			26,355,000
* Funding Agency: Caltrans	Total:	10,013,000	321,000			834,000	15,187,000			26,355,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: County Funds	CON	854,000				108,000	963,000			1,925,000
* Funding Agency: Madera County	Total:	854,000				108,000	963,000			1,925,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: City Funds	CON	45,000	3,000							48,000
* Funding Agency:	Total:	45,000	3,000							48,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	10,912,000	324,000			942,000	16,150,000			28,328,000
	Total:	10,912,000	324,000			942,000	16,150,000			28,328,000

Amended

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

Item 4-4-C.

Comments:

Per Caltrans Updated List - 3/30/21
***** Version 38 - 04/21/2021 *****
2021 FTIP - Updated List - 11/6/2020
***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
Per Caltrans updated list 11/01/19
***** Version 34 - 11/06/2019 *****
Per Caltrans updated list 03/22/2019
***** Version 33 - 03/28/2019 *****
***** Version 2 - 11/20/2018 *****
***** Version 1 - 02/27/18 *****
Project data transferred from 2016 FTIP.
Per Caltrans updated list 10/26/2017
***** Version 29 - 11/01/2017 *****
Per Caltrans updated list 10/26/16
***** Version 28 - 12/13/2016 *****
***** Version 1 - 05/20/16 *****
Project data transferred from 2014 FTIP.
Per Caltrans memo dated March 29, 2016
***** Version 26 - 04/04/2016 *****
Per Caltrans memo dated October 30, 2015
***** Version 25 - 11/04/2015 *****
Per Caltrans memo dated March 25, 2015
***** Version 24 - 03/30/2015 *****
Per Caltrans memo dated October 29, 2014
***** DFTIP Version 2 - 12/05/2014 *****
***** Version 1 - 03/25/14 *****
Project data transferred from 2012 FTIP.
Per Caltrans memo dated November 15, 2013
***** Version 21 - 12/20/2013 *****
Per Caltrans memo dated March 26, 2013
RTP ID: 2011 RTP, Page 4-26
***** Version 20 - 07/10/2013 *****
Per Caltrans memo dated November 6, 2012
RTP ID: 2011 RTP, Page 4-26
***** Version 19 - 01/09/2013 *****
RTP ID: 2011 RTP, Page 4-26
***** Version 18 - 05/25/2012 *****
Per Caltrans memo dated Oct 20, 2011
RTP ID: 2011 RTP, Page 4-26
***** Version 17 - 01/12/2012 *****
Per Caltrans memo dated March 28, 2011
RTP ID: 2011 RTP, Page 4-26
***** Version 16 - 04/14/2011 *****
***** Version 15 - 03/17/2011 *****
***** Version 14 - 01/13/2011 *****
***** Version 13 - 10/18/2010 *****
***** Version 12 - 07/28/2010 *****
***** Version 11 - 03/11/2010 *****
***** Version 10 - 05/15/2008 *****
***** Version 9 - 01/29/2008 *****
Per Caltrans memo 12/27/2007
***** Version 8 - 01/09/2008 *****
Per Caltrans memo 8/1/2007
***** Version 7 - 02/12/2007 *****
Per Caltrans memo 1/4/2007
***** Version 6 - 04/26/2006 *****
***** Version 5 - 04/18/2005 *****
per Division of Local Assistance 04/04/05
***** Version 4 - 11/23/2004 *****
per Division of Local Assistance 11/19/2004
***** Version 3 - 05/18/2004 *****
***** Version 2 - 04/06/2002 *****
Per Caltrans' memo, projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

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

Item 4-4-C.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0036	TITLE (DESCRIPTION): HBP Program (HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories))	MPO Aprv: 02/17/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021
CT PROJECT ID:			MPO ID.: MAD410001		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
38	Active	05/04/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	28,328,000		
37	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	28,322,000		
36	Official	11/12/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	19	28,322,000		
35	Official	04/10/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	12	28,164,000		
34	Official	11/12/2019	JFINDLEY	Amendment - Cost/Scope/Sch. Change	8	28,137,000		
33	Official	04/17/2019	JFINDLEY	Amendment - Cost/Scope/Sch. Change	4	27,616,000		
32	Official	01/23/2019	JFINDLEY	Amendment - Cost/Scope/Sch. Change	2	27,615,000		
31	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	25,458,000		
30	Official	04/04/2018	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	25,458,000		

* Local HBRR - Local FHWA - HBRR		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 1 of 3										
* Fund Type: Highway Bridge Program	CON	10,013,000	175,000	140,000		834,000	15,187,000			26,349,000
* Funding Agency: Caltrans	Total:	10,013,000	175,000	140,000		834,000	15,187,000			26,349,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 2 of 3										
* Fund Type: County Funds	CON	854,000				108,000	963,000			1,925,000
* Funding Agency: Madera County	Total:	854,000				108,000	963,000			1,925,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 3 of 3										
* Fund Type: City Funds	CON	45,000	3,000							48,000
* Funding Agency:	Total:	45,000	3,000							48,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	10,912,000	178,000	140,000		942,000	16,150,000			28,322,000
	Total:	10,912,000	178,000	140,000		942,000	16,150,000			28,322,000

Prior

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

Item 4-4-C.

Comments:

2021 FTIP - Updated List - 11/6/2020
***** Version 1 - 03/06/20 *****
Project data transfered from 2018 FTIP.
Per Caltrans updated list 11/01/19
***** Version 34 - 11/06/2019 *****
Per Caltrans updated list 03/22/2019
***** Version 33 - 03/28/2019 *****
***** Version 2 - 11/20/2018 *****
***** Version 1 - 02/27/18 *****
Project data transfered from 2016 FTIP.
Per Caltrans updated list 10/26/2017
***** Version 29 - 11/01/2017 *****
Per Caltrans updated list 10/26/16
***** Version 28 - 12/13/2016 *****
***** Version 1 - 05/20/16 *****
Project data transfered from 2014 FTIP.
Per Caltrans memo dated March 29, 2016
***** Version 26 - 04/04/2016 *****
Per Caltrans memo dated October 30, 2015
***** Version 25 - 11/04/2015 *****
Per Caltrans memo dated March 25, 2015
***** Version 24 - 03/30/2015 *****
Per Caltrans memo dated October 29, 2014
***** DFTIP Version 2 - 12/05/2014 *****
***** Version 1 - 03/25/14 *****
Project data transfered from 2012 FTIP.
Per Caltrans memo dated November 15, 2013
***** Version 21 - 12/20/2013 *****
Per Caltrans memo dated March 26, 2013
RTP ID: 2011 RTP, Page 4-26
***** Version 20 - 07/10/2013 *****
Per Caltrans memo dated November 6, 2012
RTP ID: 2011 RTP, Page 4-26
***** Version 19 - 01/09/2013 *****
RTP ID: 2011 RTP, Page 4-26
***** Version 18 - 05/25/2012 *****
Per Caltrans memo dated Oct 20, 2011
RTP ID: 2011 RTP, Page 4-26
***** Version 17 - 01/12/2012 *****
Per Caltrans memo dated March 28, 2011
RTP ID: 2011 RTP, Page 4-26
***** Version 16 - 04/14/2011 *****
***** Version 15 - 03/17/2011 *****
***** Version 14 - 01/13/2011 *****
***** Version 13 - 10/18/2010 *****
***** Version 12 - 07/28/2010 *****
***** Version 11 - 03/11/2010 *****
***** Version 10 - 05/15/2008 *****
***** Version 9 - 01/29/2008 *****
Per Caltrans memo 12/27/2007
***** Version 8 - 01/09/2008 *****
Per Caltrans memo 8/1/2007
***** Version 7 - 02/12/2007 *****
Per Caltrans memo 1/4/2007
***** Version 6 - 04/26/2006 *****
***** Version 5 - 04/18/2005 *****
per Division of Local Assistance 04/04/05
***** Version 4 - 11/23/2004 *****
per Division of Local Assistance 11/19/2004
***** Version 3 - 05/18/2004 *****
***** Version 2 - 04/06/2002 *****
Per Caltrans' memo, projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

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

Item 4-4-C.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0367	TITLE (DESCRIPTION): Federal Lands Access Program (FLAP) (The Federal Lands Access Program provides funds for projects on Federal Lands Access transportation facilities that are located on or adjacent to, or provide access to Federal lands.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: MAD440001		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	05/06/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	33,450,000		450,000
4	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	13,150,000		450,000
3	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	13,150,000		450,000
2	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	13,150,000		450,000
1	Official	03/23/2016	JFINDLEY	Amendment - New Project	13			10,000,000

* Other Fed -	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	50,000							50,000
* Fund Source 1 of 2	RW								
* Fund Type: Federal Lands Access Program (FLAP)	CON	11,434,000	20,300,000						31,734,000
* Funding Agency:	Total:	11,484,000	20,300,000						31,784,000

* Local Funds -	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	400,000							400,000
* Fund Source 2 of 2	RW								
* Fund Type: County Funds	CON	1,716,000							1,716,000
* Funding Agency:	Total:	2,116,000							2,116,000

Project Total:	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	450,000							450,000
	RW								
	CON	13,150,000	20,300,000						33,450,000
	Total:	13,600,000	20,300,000						33,900,000

Comments:
Per Caltrans email 3/17/2021 - FHWA List
***** Version 5 - 05/06/2021 *****
2021 FTIP
***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
***** Version 1 - 02/27/18 *****
Project data transferred from 2016 FTIP.
***** Version 1 - 05/20/16 *****
Project data transferred from 2014 FTIP.
New Project Listing per Caltrans memo 2/19/16
***** Version 1 - 02/29/2016 *****

Amended

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

Item 4-4-C.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0367	TITLE (DESCRIPTION): Federal Lands Access Program (FLAP) (The Federal Lands Access Program provides funds for projects on Federal Lands Access transportation facilities that are located on or adjacent to, or provide access to Federal lands.)	MPO Aprv: 02/17/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021
CT PROJECT ID:			MPO ID: MAD440001		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	05/06/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	33,450,000		450,000
4	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	13,150,000		450,000
3	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	13,150,000		450,000
2	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	13,150,000		450,000
1	Official	03/23/2016	JFINDLEY	Amendment - New Project	13			10,000,000

* Other Fed -	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
PE		50,000							50,000
* Fund Source 1 of 2	RW								
* Fund Type: Federal Lands Access Program (FLAP)	CON	11,434,000							11,434,000
* Funding Agency:	Total:	11,484,000							11,484,000

* Local Funds -	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
PE		400,000							400,000
* Fund Source 2 of 2	RW								
* Fund Type: County Funds	CON	1,716,000							1,716,000
* Funding Agency:	Total:	2,116,000							2,116,000

Project Total:	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
PE		450,000							450,000
RW									
CON		13,150,000							13,150,000
Total:		13,600,000							13,600,000

Comments:
2021 FTIP
***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
***** Version 1 - 02/27/18 *****
Project data transferred from 2016 FTIP.
***** Version 1 - 05/20/16 *****
Project data transferred from 2014 FTIP.
New Project Listing per Caltrans memo 2/19/16
***** Version 1 - 02/29/2016 *****

Prior

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

Item 4-4-C.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0397	TITLE (DESCRIPTION): 5311; County Preventative Maintenance (Section 5311; County of Madera; Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD113049		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Rehabilitation of transit vehicles.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	05/07/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	809,000		
3	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	700,000		
2	Official	02/11/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	9	470,000		
1	Official	09/19/2018	JFINDLEY	Adoption -	0	315,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	328,000	70,000	167,000	77,000	81,000				723,000
* Funding Agency:	Total:	328,000	70,000	167,000	77,000	81,000				723,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: County Funds	CON	42,000	9,000	22,000	6,000	7,000				86,000
* Funding Agency:	Total:	42,000	9,000	22,000	6,000	7,000				86,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	370,000	79,000	189,000	83,000	88,000				809,000
	Total:	370,000	79,000	189,000	83,000	88,000				809,000

Comments:
Per County of Madera request
***** Version 4 - 05/07/2021 *****
2021 FTIP
2018 RTP Table 5-6
***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
***** Version 2 - 02/10/2020 *****
***** Version 1 - 04/24/2018 *****

Amended

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

Item 4-4-C.

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0397	TITLE (DESCRIPTION): 5311; County Preventative Maintenance (Section 5311; County of Madera; Preventative Maintenance)	MPO Aprv: 02/17/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021
CT PROJECT ID:			MPO ID: MAD113049		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Rehabilitation of transit vehicles.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	700,000		
2	Official	02/11/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	9	470,000		
1	Official	09/19/2018	JFINDLEY	Adoption -	0	315,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	328,000	70,000	74,000	77,000	81,000				630,000
* Funding Agency:	Total:	328,000	70,000	74,000	77,000	81,000				630,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: County Funds	CON	42,000	9,000	6,000	6,000	7,000				70,000
* Funding Agency:	Total:	42,000	9,000	6,000	6,000	7,000				70,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	370,000	79,000	80,000	83,000	88,000				700,000
	Total:	370,000	79,000	80,000	83,000	88,000				700,000

Comments:
2021 FTIP
2018 RTP Table 5-6
***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
***** Version 2 - 02/10/2020 *****
***** Version 1 - 04/24/2018 *****

Prior

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 1
(\$'s in 1,000)

Funding Source	N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2021		FY 2022		FY 2023		FY 2024		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	
LOCAL										
Sales Tax										
City										
County										
Gas Tax										
Gas Tax (Subventions to Cities)										
Gas Tax (Subventions to Counties)										
Other Local Funds		\$82,312	\$82,312	\$2,629	\$2,645	\$2,215	\$2,215	\$2,414	\$2,414	\$89,586
County General Funds		\$2,767	\$2,767	\$523	\$539	\$520	\$520	\$433	\$433	\$4,259
City General Funds		\$7,912	\$7,912	\$2,106	\$2,106	\$1,695	\$1,695	\$1,981	\$1,981	\$13,694
Street Taxes and Developer Fees		\$70,000	\$70,000							\$70,000
RSTP Exchange funds		\$1,633	\$1,633							\$1,633
Transit										
Transit Fares										
Other (See Appendix 1)										
Local Total		\$82,312	\$82,312	\$2,629	\$2,645	\$2,215	\$2,215	\$2,414	\$2,414	\$89,586
REGIONAL										
Tolls										
Bridge Corridor										
Regional Sales Tax				\$2,041	\$2,041	\$2,350	\$2,350			\$4,391
Other (See Appendix 2)										
Regional Total				\$2,041	\$2,041	\$2,350	\$2,350			\$4,391
STATE										
State Highway Operations and Protection Program (SHOPP) ¹		\$35,870	\$35,870	\$172	\$172			\$15,700	\$15,700	\$51,742
SHOPP		\$35,870	\$35,870	\$172	\$172			\$15,700	\$15,700	\$51,742
SHOPP Prior										
State Minor Program										
State Transportation Improvement Program (STIP) ¹		\$79	\$79	\$6,478	\$6,478	\$78	\$78	\$78	\$78	\$6,713
STIP		\$79	\$79	\$6,478	\$6,478	\$78	\$78	\$78	\$78	\$6,713
STIP Prior										
State Bond				\$3,060	\$3,060					\$3,060
Proposition 1A (High Speed Passenger Train Bond Program)										
Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)				\$3,060	\$3,060					\$3,060
Active Transportation Program (ATP) ¹										
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹		\$175	\$321	\$140				\$834	\$834	\$1,155
Road Repair and Accountability Act of 2017 (SB 1)				\$4,659	\$4,659					\$4,659
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)		\$6,415	\$6,415	\$2,695	\$2,695	\$17,478	\$17,478	\$23,414	\$23,414	\$50,002
State Total		\$42,539	\$42,685	\$17,204	\$17,064	\$17,556	\$17,556	\$40,026	\$40,026	\$117,331
FEDERAL TRANSIT										
5307 - Urbanized Area Formula Grants		\$1,935	\$1,935	\$1,879	\$1,879	\$1,547	\$1,547	\$1,587	\$1,587	\$6,948
5309 - Fixed Guideway Capital Investment Grants										
5309b - New and Small Starts (Capital Investment Grants)										
5309c - Bus and Bus Related Grants										
5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
5311 - Formula Grants for Rural Areas		\$855	\$855	\$608	\$701	\$795	\$795	\$529	\$529	\$2,880
5311f - Intercity Bus										
5337 - State of Good Repair Grants										
5339 - Bus and Bus Facilities Formula Grants		\$299	\$299	\$320	\$320	\$210	\$210	\$206	\$206	\$1,035
FTA Transfer from Prior FTIP										
Other (See Appendix 4)										
Federal Transit Total		\$3,089	\$3,089	\$2,807	\$2,900	\$2,552	\$2,552	\$2,322	\$2,322	\$10,863
FEDERAL HIGHWAY										
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	3,4	\$5,024	\$5,024	\$5,328	\$5,328	\$2,042	\$2,042	\$2,041	\$2,041	\$14,435
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
Coordinated Border Infrastructure Program										
Federal Lands Access Program		\$11,484	\$11,484		\$20,300					\$31,784
Federal Lands Transportation Program										
GARVEE Bonds Debt Service Payments										
Highway Infrastructure Program (HIP)		\$1,103	\$1,103		\$130					\$1,233
High Priority Projects (HPP) and Demo										
Highway Safety Improvement Program (HSIP)										
National Highway Freight Program (NHFP)										
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
Railway-Highway Crossings Program										
Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	8									
Other (see Appendix 5)		\$50	\$50		\$728					\$778
Federal Highway Total		\$17,661	\$17,661	\$5,328	\$26,486	\$2,042	\$2,042	\$2,041	\$2,041	\$48,230
FEDERAL RAIL										
Other Federal Railroad Administration (see Appendix 6)										
Federal Railroad Administration Total										
Federal Total		\$20,750	\$20,750	\$8,135	\$29,386	\$4,594	\$4,594	\$4,363	\$4,363	\$59,093
INNOVATIVE FINANCE										
TIFIA (Transportation Infrastructure Finance and Innovation Act)										
Other (See Appendix 7)										
Innovative Financing Total										
REVENUE TOTAL		\$145,601	\$145,747	\$30,009	\$51,136	\$26,715	\$26,715	\$46,803	\$46,803	\$270,401

Financial Summary Notes:
¹ State Programs that include both State and Federal funds
² CMAQ - Additional \$693,274 Loan Repayment from TCAG FY 21
³ CMAQ - Additional \$800,000 Loan Repayment from SACOG FY 21
⁴ CMAQ - Additional \$878,540 Loan Repayment from SACOG FY 22
⁵ CMAQ - Additional \$2,406,812 Loan Repayment from SANDAG FY 22
⁶ CMAQ - Additional \$1,500,000 Loan Repayment from SJCOG FY 21
⁷ Toll Credits in use
⁸ STBG/RSTP Funds are exchanged

TABLE 2: PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment 1
 (\$'s in 1,000)

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2021		FY 2022		FY 2023		FY 2024		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	Prior No. 0	Current No. 1	
LOCAL	Local Total		\$82,312	\$82,312	\$2,629	\$2,645	\$2,215	\$2,215	\$2,414	\$2,414	\$89,586
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax				\$2,041	\$2,041	\$2,350	\$2,350			\$4,391
	Other (See Appendix A)										
	Regional Total				\$2,041	\$2,041	\$2,350	\$2,350			\$4,391
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$35,870	\$35,870	\$172	\$172			\$15,700	\$15,700	\$51,742
	SHOPP		\$35,870	\$35,870	\$172	\$172			\$15,700	\$15,700	\$51,742
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$79	\$79	\$6,478	\$6,478	\$78	\$78	\$78	\$78	\$6,713
	STIP		\$79	\$79	\$6,478	\$6,478	\$78	\$78	\$78	\$78	\$6,713
	STIP Prior										
	State Bond				\$3,060	\$3,060					\$3,060
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)				\$3,060	\$3,060					\$3,060
	Active Transportation Program ¹										
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$175	\$321	\$140				\$834	\$834	\$1,155
	Road Repair and Accountability Act of 2017 (SB1)				\$4,659	\$4,659					\$4,659
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)		\$6,415	\$6,415	\$2,695	\$2,695	\$17,478	\$17,478	\$23,414	\$23,414	\$50,002
	State Total		\$42,539	\$42,685	\$17,204	\$17,064	\$17,556	\$17,556	\$40,026	\$40,026	\$117,331
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$1,935	\$1,935	\$1,879	\$1,879	\$1,547	\$1,547	\$1,587	\$1,587	\$6,948
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$855	\$855	\$608	\$701	\$795	\$795	\$529	\$529	\$2,880
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$299	\$299	\$320	\$320	\$210	\$210	\$206	\$206	\$1,035
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		\$3,089	\$3,089	\$2,807	\$2,900	\$2,552	\$2,552	\$2,322	\$2,322	\$10,863
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$4,993	\$4,993	\$5,194	\$5,194	\$1,994	\$1,994	\$2,033	\$2,033	\$14,214
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program		\$11,484	\$11,484		\$20,300					\$31,784
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$1,103	\$1,103							\$1,103
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)										
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)										
	Other (see Appendix D)		\$50	\$50							\$50
	Federal Highway Total		\$17,630	\$17,630	\$5,194	\$25,494	\$1,994	\$1,994	\$2,033	\$2,033	\$47,151
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$20,719	\$20,719	\$8,001	\$28,394	\$4,546	\$4,546	\$4,355	\$4,355	\$58,014
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$145,570	\$145,716	\$29,875	\$50,144	\$26,667	\$26,667	\$46,795	\$46,795	\$269,322

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$693,274 Loan Repayment from TCAQ FY 21
³ CMAQ - Additional \$800,000 Loan Repayment from SACOG FY 21
⁴ CMAQ - Additional \$878,540 Loan Repayment from SACOG FY 22
⁵ CMAQ - Additional \$2,406,812 Loan Repayment from SANDAG FY 22

TABLE 3: REVENUE-PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment 1
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2021		FY 2022		FY 2023		FY 2024		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 0	No. 1	No. 0	No. 1	No. 0	No. 1	No. 0	No. 1	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$31	\$31	\$134	\$134	\$48	\$48	\$8	\$8	\$221
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)				\$130					\$130
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
Surface Transportation Block Grant Program (STBGP/RSTP)										
Other				\$728					\$728	
	Federal Highway Total	\$31	\$31	\$134	\$992	\$48	\$48	\$8	\$8	\$1,079
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$31	\$31	\$134	\$992	\$48	\$48	\$8	\$8	\$1,079
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$31	\$31	\$134	\$992	\$48	\$48	\$8	\$8	\$1,079

ATTACHMENT 3
PUBLIC PARTICIPATION

**NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE
DRAFT AMENDMENT NO. 1 TO THE 2021 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2021 Federal Transportation Improvement Program (FTIP). The 2021 FTIP is the programming document that identifies four years (FY 20/21, FY 21/22, FY 22/23 and FY 23/24) of federal, state and local funding sources for projects in Madera County.

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

The public review and comment period is open for 7 days commencing on May 11, 2021 and ending on May 18, 2021. Comments are due by May 18, 2021 at 3:00 p.m. These documents can also be viewed on the [MCTC Website](#). Public notice of public involvement activities and time established for public review and comments on this amendment will satisfy the program of projects (POP) requirements for Federal Transit Administration (FTA) projects.

Contact Person: Jeff Findley, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721 (message)
jeff@maderactc.org

Notice of Public Review and Consultation

2021 FTIP Amendment No. 1

The screenshot shows a web browser window with the address bar displaying "maderactc.org/programming/page/2021-federal-transportation-improvement-program". The page content includes a navigation menu on the left with three items: "Congestion Mitigation and Air Quality Program", "Federal Transportation Improvement Program (FTIP) and Air Quality Planning", and "Regional Transportation Improvement Program (RTIP)". The main heading is "2021 Federal Transportation Improvement Program". Below this is a sub-heading: "Availability of Draft Amendment No. 1 to the 2021 FTIP for Interagency Consultation and Public Review". The text describes the Madera County Transportation Commission's proposal for a formal amendment to the 2021 FTIP, covering the years FY 20/21, FY 21/22, FY 22/23, and FY 23/24. It details a 7-day public comment period from May 11 to May 18, 2021, and provides contact information for Jeff Findley, Principal Regional Planner. The contact information includes the address: 2001 Howard Road, Suite 201, Madera, CA 93637; phone: (559) 675-0721; fax: (559) 675-9328; and email: jeff@maderactc.org. The browser's taskbar at the bottom shows the Windows logo, a search bar, and various application icons. The system tray on the right indicates the time is 8:22 AM on 5/13/2021.

Programming

- + Congestion Mitigation and Air Quality Program
- Federal Transportation Improvement Program (FTIP) and Air Quality Planning
- Regional Transportation Improvement Program (RTIP)

2021 Federal Transportation Improvement Program

Availability of Draft Amendment No. 1 to the 2021 FTIP for Interagency Consultation and Public Review

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2021 Federal Transportation Improvement Program (FTIP). The 2021 FTIP is the programming document that identifies four years (FY 20/21, FY 21/22, FY 22/23 and FY 23/24) of federal, state and local funding sources for projects in Madera County.

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

The public review and comment period is open for 7 days commencing on May 11, 2021 and ending on May 18, 2021. Comments are due by May 18, 2021 at 3:00 p.m. These documents can also be viewed on the MCTC Website. Public notice of public involvement activities and time established for public review and comments on this amendment will satisfy the program of projects (POP) requirements for Federal Transit Administration (FTA) projects.

Contact Person: Jeff Findley, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721 (message)
jeff@maderactc.org

2001 Howard Road, Suite 201
Madera, CA 93637
Phone (559) 675-0721
FAX (559) 675-9328

ATTACHMENT 4
GROUPED PROJECT AND/OR BACK UP LISTING

2018/19-2023/24 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum amounts that should be programmed in the FTIP.

3/30/2021, 2:36 PM

- Notes:
- 1) This report summarizes how much HBP funds should be programmed as lump sum for the MPO.
 - 2) Programmed funds are based on rough estimates provided by local agencies. Guaranteed funding levels are determined at time of authorization for given phase of work.
 - 3) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 4) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 13

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

6138

Madera County Transportation Commission

Number of Projects: 10

Project Costs to be programmed under construction:

	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	2,514,533	1,481,660	1,377,661	320,788			834,218	15,186,830	21,715,689
Local Match	129,984	176,417	172,012	3,212			108,082	963,429	1,553,137
LSSRP Bond									
Local AC									
Total	2,644,517	1,658,077	1,549,673	324,000			942,300	16,150,259	23,268,826

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

3/30/2021, 2:36 PM

- Notes:
- 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
 - 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
 - 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
 - 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
 - 8) Corrections to this report should be addressed to the District Local Assistance Engineer:

<https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts>

Note id: 24

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Chowchilla 4473 BRIDGE NO. 41C0033, ROAD 16 OVER BERENDA SLOUGH, 0.6 MI N OF AVE 23. Scour countermeasure project. 10/6/2016:

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE			335,500						335,500
R/W									
CON								1,878,000	1,878,000
Total			335,500					1,878,000	2,213,500

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			297,018					1,662,593	1,959,612
Local Match			38,482					215,407	253,888
LSSRP Bond									
Local AC									
Total			335,500					1,878,000	2,213,500

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			297,018						297,018
Local Match			38,482						38,482
LSSRP Bond									
Local AC									
Total			335,500						335,500

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,662,593	1,662,593
Local Match								215,407	215,407
LSSRP Bond									
Local AC									
Total								1,878,000	1,878,000

Project #:
5258(038)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Chowchilla 4494 BRIDGE NO. PM00156, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chowchilla. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE			45,000						45,000
R/W									
CON								135,000	135,000
Total			45,000					135,000	180,000

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			39,839					119,516	159,354
Local Match			5,162					15,485	20,646
LSSRP Bond									
Local AC									
Total			45,000					135,000	180,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			39,839						39,839
Local Match			5,162						5,162
LSSRP Bond									
Local AC									
Total			45,000						45,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								119,516	119,516
Local Match								15,485	15,485
LSSRP Bond									
Local AC									
Total								135,000	135,000

Project #: 5258(039)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera 4310 BRIDGE NO. PM00133, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Madera. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	54,000			28,000					82,000
R/W									
CON								145,080	145,080
Total	54,000			28,000				145,080	227,080
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	47,806			24,788				128,439	201,034
Local Match	6,194			3,212				16,641	26,046
LSSRP Bond									
Local AC									
Total	54,000			28,000				145,080	227,080
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	47,806			24,788					72,595
Local Match	6,194			3,212					9,405
LSSRP Bond									
Local AC									
Total	54,000			28,000					82,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								128,439	128,439
Local Match								16,641	16,641
LSSRP Bond									
Local AC									
Total								145,080	145,080

Project #: 5157(104)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3930 BRIDGE NO. 41C0032, AVE 25, OVER ASH SLOUGH, 0.5 MI W RD 13. Replace 2 Lane Bridge with 2 Lane Bridge. No added lane capacity

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	683,000								683,000
R/W			40,000						40,000
CON								3,512,000	3,512,000
Total	683,000		40,000					3,512,000	4,235,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	604,660		35,412					3,109,174	3,749,246
Local Match	78,340		4,588					402,826	485,755
LSSRP Bond									
Local AC									
Total	683,000		40,000					3,512,000	4,235,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	604,660								604,660
Local Match	78,340								78,340
LSSRP Bond									
Local AC									
Total	683,000								683,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			35,412						35,412
Local Match			4,588						4,588
LSSRP Bond									
Local AC									
Total			40,000						40,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								3,109,174	3,109,174
Local Match								402,826	402,826
LSSRP Bond									
Local AC									
Total								3,512,000	3,512,000

Project #:
5941(100)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 4258 BRIDGE NO. 41C0099, CR 5.5 OVER CHOWCHILLA RIVER, 0.23 MI N OF AVE 24. Replace 2 lane bridge with 2 lane bridge. No added lane capacity. 10/28/2015: Toll credits used for PE and CON. 8/25/2017: Toll credits used for R/W.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	392,000								392,000
R/W			50,000						50,000
CON								1,525,000	1,525,000
Total	392,000		50,000					1,525,000	1,967,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	392,000		50,000					1,525,000	1,967,000
Local Match									
LSSRP Bond									
Local AC									
Total	392,000		50,000					1,525,000	1,967,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	392,000								392,000
Local Match									
LSSRP Bond									
Local AC									
Total	392,000								392,000
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			50,000						50,000
Local Match									
LSSRP Bond									
Local AC									
Total			50,000						50,000
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,525,000	1,525,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,525,000	1,525,000

Project #: 5941(104)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3494 BRIDGE NO. 41C0123, SCHOOL RD 427, OVER OAK CREEK, 0.1 MI E RD 418. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W. & Con.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	759,500			30,000					789,500
R/W				140,000					140,000
CON								4,253,200	4,253,200
Total	759,500			170,000				4,253,200	5,182,700

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	759,500			170,000				4,253,200	5,182,700
Local Match									
LSSRP Bond									
Local AC									
Total	759,500			170,000				4,253,200	5,182,700

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	759,500			30,000					789,500
Local Match									
LSSRP Bond									
Local AC									
Total	759,500			30,000					789,500

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$				140,000					140,000
Local Match									
LSSRP Bond									
Local AC									
Total				140,000					140,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								4,253,200	4,253,200
Local Match									
LSSRP Bond									
Local AC									
Total								4,253,200	4,253,200

Project #: 5941(081)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3564 BRIDGE NO. 41C0130, ON ROAD 23, OVER DRY CREEK, 0.5 MI S OF AVE 18 1/2. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	366,250	36,000							402,250
R/W	30,000	10,000							40,000
CON		1,492,077	1,079,173						2,571,250
Total	396,250	1,538,077	1,079,173						3,013,500

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	350,800	1,361,660	955,392						2,667,852
Local Match	45,450	176,417	123,781						345,648
LSSRP Bond									
Local AC									
Total	396,250	1,538,077	1,079,173						3,013,500

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	324,241	31,871							356,112
Local Match	42,009	4,129							46,138
LSSRP Bond									
Local AC									
Total	366,250	36,000							402,250

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	26,559	8,853							35,412
Local Match	3,441	1,147							4,588
LSSRP Bond									
Local AC									
Total	30,000	10,000							40,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		1,320,936	955,392						2,276,328
Local Match		171,141	123,781						294,922
LSSRP Bond									
Local AC									
Total		1,492,077	1,079,173						2,571,250

Project #: 5941(088)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3562 BRIDGE NO. 41C0149, AVENUE 16.5 OVER DRY CREEK, AT ROAD 19. Replace 2 lane bridge with 2 lane bridge - Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	132,267	60,000		126,000					318,267
R/W		60,000							60,000
CON								835,000	835,000
Total	132,267	120,000		126,000				835,000	1,213,267

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	132,267	120,000		126,000				835,000	1,213,267
Local Match									
LSSRP Bond									
Local AC									
Total	132,267	120,000		126,000				835,000	1,213,267

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	132,267	60,000		126,000					318,267
Local Match									
LSSRP Bond									
Local AC									
Total	132,267	60,000		126,000					318,267

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		60,000							60,000
Local Match									
LSSRP Bond									
Local AC									
Total		60,000							60,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								835,000	835,000
Local Match									
LSSRP Bond									
Local AC									
Total								835,000	835,000

Project #: 5941(089)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 4257 BRIDGE NO. 41C0162, C.R. 210 OVER RYAN CREEK, 4.0 MI E OF CR 211. Replace 1 lane bridge with 2 lane bridge. Not capacity increasing project. 10/24/2014: Toll Credits programmed for PE & CON.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	227,500								227,500
R/W									
CON								1,137,500	1,137,500
Total	227,500							1,137,500	1,365,000

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	227,500							1,137,500	1,365,000
Local Match									
LSSRP Bond									
Local AC									
Total	227,500							1,137,500	1,365,000

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	227,500								227,500
Local Match									
LSSRP Bond									
Local AC									
Total	227,500								227,500

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,137,500	1,137,500
Local Match									
LSSRP Bond									
Local AC									
Total								1,137,500	1,137,500

Project #: 5941(103)

2018/19-2023/24 Highway Bridge Program

Item 4-4-C.

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 4607 BRIDGE NO. PM00183, Bridge Preventive Maintenance Program (BPMP) various bridges in Madera County. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE							942,300		942,300
R/W									
CON								2,729,479	2,729,479
Total							942,300	2,729,479	3,671,779

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$							834,218	2,416,408	3,250,626
Local Match							108,082	313,071	421,153
LSSRP Bond									
Local AC									
Total							942,300	2,729,479	3,671,779

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$							834,218		834,218
Local Match							108,082		108,082
LSSRP Bond									
Local AC									
Total							942,300		942,300

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,416,408	2,416,408
Local Match								313,071	313,071
LSSRP Bond									
Local AC									
Total								2,729,479	2,729,479

Project #:

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum programmed in the FTIP.

Item 4-4-C.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

MPO Summary: Madera County Transportation Commission

Number of Projects: 10

Totals:

	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	2,514,533	1,481,660	1,377,661	320,788			834,218	15,186,830	21,715,689
Local Match	129,984	176,417	172,012	3,212			108,082	963,429	1,553,137
LSSRP Bond									
Local AC									
Total for all Phases	2,644,517	1,658,077	1,549,673	324,000			942,300	16,150,259	23,268,826



STAFF REPORT
Board Meeting of June 23, 2021

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

SUBJECT:

Congressionally Directed Surface Transportation Project Funding

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The MCTC Policy Board, on May 12, 2021, expressed its disappointment by letter to the California State Transportation Agency (CalSTA) for denying a letter of support for Congressionally Directed Surface Transportation Project Funding for the SR 99 Madera South – Operational Improvement Project. Included in your package, for documentation purposes, are the following:

- MCTC Policy Board letter of disappointment to CalSTA – May 12, 2021
- Letter of Support from Caltrans Director Toks Omishakin to Congressional Member Jim Costa, received following a request from MCTC and Caltrans District 6 staff to reconsider based on a rescope project – May 21, 2021
- MCTC Policy Board and Executive Director, thank you letter to Caltrans Director Toks Omishakin for the Caltrans letter of support
- Letter from CalSTA Secretary David Kim in response to the MCTC Policy Board letter of disappointment – May 26, 2021

MCTC staff will continue to explore federal and state funding opportunities for the SR 99 Madera South – Operational Improvement project.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

May 12, 2021

Mr. David Kim, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

**RE: Denial of Letter of Support – Congressionally Directed Surface
Transportation Project Funding for Trade Corridor Enhancement Program State
Highway project**

Dear Secretary Kim:

We were extremely disappointed with the California State Transportation Agency's (CalSTA) decision not to provide Federal Appropriation letters of support for any State highway project that is considered capacity increasing. The State Route 99 (SR 99) Operational Improvement Project in Madera County is an important project that warrants support. While it does add lanes to the state highway, it is truly a safety, goods movement, and gap closure project meant to address issues with existing and future interregional and statewide traffic volumes. It is concerning, given this project was chosen for Trade Enhancement Corridor Program (TCEP) funding not even one year ago, and CalSTA is not supporting a potential Federal appropriation.

While the SR 99 project does add lanes to the state highway, it is a safety, goods movement, and gap closure project deemed vital to economies in the Madera region and San Joaquin Valley. In Madera County, SR 99 is the most utilized transportation facility by a significant margin. It has the highest volume of truck traffic, the highest volume of bi-county travel, and the highest volume of pass-through travel that never actually stops in Madera County. The SR 99 project addresses safe and efficient operations on federally designated trade corridors of national and regional significance, one of the most heavily traveled non-interstate highways in the nation. This project will remove bottlenecks caused by lane gaps on the route between Fresno and Madera. Today, there are nearly 81,000 daily trips on the facility, 20% of those being heavy trucks (15,500). These volumes present considerable operational and safety challenges today, and the demand for this facility continues to grow by the year.

With this project's significant economic and safety implications, there has been a long history of it being supported by a broad array of significant stakeholders. Improvements have been identified as needed in multiple regional and state reports addressing vital economic trade corridors. The project is a community-supported piece of the region's

Sustainable Communities Strategy, helping curb harmful emissions per capita. The project was recently awarded TCEP funds for right of way, capital, and support. The TCEP funding was considered an instrumental piece in this project's advancement and is construction-ready for federal funding opportunities. To not make good on the potential of the existing TCEP funding by supporting this project considering new Federal funding opportunities materializing was a neglected opportunity and concerning contradiction.

While negative impacts of the facility in its current state are unquestionably felt locally, this project is anything but a solution to a locally sourced problem through increased capacity. Again, we are left hard-pressed to believe this fact is understood or that the message that 'one size does not fit all' bares credence. This project seeks to address a problem yet of a different proverbial 'size'. It is not a treatment in a heavily urbanized metro, nor does it significantly induce new VMT; the volume levels are a constant given the scarcity of available north-south interregional travel facilities able to accommodate the nature of travel on SR 99.

MCTC has partnered with the State on numerous occasions to support State projects by supplementing them with local funds to keep them intact and on schedule. This project continues that history by way of local funds being partnered with STIP, Interregional Improvement Program, SB1 and SR 99 Bond funds, a funding partnership that began in 2012. In 2016, MCTC volunteered to deprogram this project resulting in its removal from the STIP and ITIP. This was done to assist the State during a period of STIP funding shortfall. The project was to be made whole again with the passage of SB 1, a bill heavily supported by leadership in Madera County. As an Advanced Project Development Element, the State would be following through on a commitment to see this important project back on track and adequately reprioritized for delivery in the subsequent STIP and ITIP cycles. The project was reinserted into the 2018 STIP on the premise of this commitment.

We appreciate the message of support offered towards addressing the crucial issues in the San Joaquin Valley, but these messages need to translate into congruent action consistently. This leaves us concerned about the continued support of those messages and the possible lack of recognition for the needs in our region in light of the looming development of the 2022 Interregional Transportation Improvement Program (ITIP) development cycle. Our region continues to invest in the State highway system at an increasingly disproportionate rate with local funding. We in Madera County and our neighbors in the San Joaquin Valley have spent years of time and resources to clearly identify our key issues and needs related to the State highway system where support through the ITIP is needed. The ITIP will be vital in providing assistance so more locally sourced Measure funds can be directed to community and neighborhood-level investments.

It is unfortunate CalSTA chose to show they do not support essential State facilities like SR 99 in Madera County and the San Joaquin Valley receiving federal funds. We need meaningful partnership and support from our state partners, especially on State facilities

themselves. We urge CalSTA to support and address the needs of SR 99 in our region and throughout the San Joaquin Valley through conclusive ITIP funding action.

Thank you for your consideration.



Jose Rodriguez, Chair
Madera County Transportation Commission

Cc: Toks Omishakin, Caltrans Director
Diana Gomez, Caltrans D6
LeeAnn Eagar, CTC Commissioner
Mitch Wise CTC Executive Director
Congressman Jim Costa, 16th District
Andreas Borgeas, State Senator, 8th District
Anna Caballero, State Senator, 12th District
Frank Bigelow, Assembly Member, 5th District

Gavin Newsom
Governor

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

David S. Kim
Secretary

May 26, 2021

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

Dear Chair Rodriguez:

I am writing in response to your letter dated May 12, 2021 regarding a \$10 million request for Congressionally Directed Surface Transportation Project Funding for the *State Route 99 (SR 99) Operational Improvement Project* in Madera County. This project will widen southbound SR 99 from two to three lanes in Madera County from 1.5 miles north of the Fresno-Madera County line to north of Avenue 8. The project will also construct a 12-foot lane and 10-foot shoulder in the median, drainage improvements, drainage basins and median barrier.

Specifically, your letter expressed disappointment with the California State Transportation Agency's (CalSTA) decision to refrain from writing a letter supporting Congressionally directed funding for this project. I would like to clarify CalSTA's role in coordinating with the California Department of Transportation (Caltrans) on letters supporting Congressionally directed funding requests, particularly with respect to this project.

In late March, CalSTA shared with stakeholders and partners a set of guiding principles for projects that CalSTA and Caltrans would support for Congressionally directed surface transportation project funding. Requests for support letters were submitted to and evaluated by Caltrans in accordance with the guiding principles.

It is my understanding that in late March, Madera County Transportation Commission (MCTC) approached Caltrans to request a letter of support for \$121.5 million in Congressionally directed funding for the *SR 99 Madera South – Safety and Gap Closure Project*. Based on my knowledge of the Congressional

earmarking process, a \$121.5 million request greatly exceeds what is widely viewed on Capitol Hill as a realistic level of earmarked funding, and in fact is tens of millions of dollars over and above the vast majority of transportation funding requests submitted for consideration by Congressional offices.

As a result, Caltrans did not provide a letter of support for the \$121.5 million SR 99 Madera South – Safety and Gap Closure Project. However, MCTC subsequently advanced the \$10 million SR 99 Operational Improvement Project for Congressional funding consideration. Consequently, Caltrans provided a letter of support for this project. In doing so, Caltrans noted the project will address freight system needs on a high-volume freight corridor and enhance connectivity and accessibility to the proposed Madera Amtrak Station near Avenue 12.

I hope this information provides clarification and addresses the concerns expressed in your letter. Please feel free to contact me or Giles Giovinazzi, Senior Advisor at Giles.Giovinazzi@calsta.ca.gov or 916-214-6144 if you have further questions.

Sincerely,

David S. Kim

DAVID S. KIM
Secretary

cc: Toks Omishakin, Director, Caltrans
Diana Gomez, District 6 Director, Caltrans
LeeAnn Eagar, Commissioner, CTC
Mitch Weiss, Executive Director, CTC
Jim Costa, Congressman, 16th District
Andreas Borgeas, State Senator, 8th District
Anna Caballero, State Senator, 12th District
Frank Bigelow, Assembly Member, 5th District
Patricia Taylor, Executive Director, MCTC

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
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May 21, 2021

Dear California, Congressional Member:

The California Department of Transportation (Caltrans) is pleased to support the request from the Madera County Transportation Commission for Congressional Community Project Funding for the State Route 99 Operational Improvement Project in Madera County. This project addresses freight system needs on a high-volume freight corridor and has strong industry and community support. Additionally, this project will enhance connectivity and accessibility to the proposed Madera Amtrak Station near Avenue 12.

President Biden's announcement of a major infrastructure initiative – a \$2 trillion, eight-year "American Jobs Plan," and the surface transportation reauthorization legislation, presents opportunities for Congress to make critical investments in infrastructure that will address decades of inequities and the rising challenge of climate change, while also spurring economic growth. This will lead the way to developing a brighter future for all.

Caltrans assessed letter of support requests from local agencies based on guiding principles supporting state priorities in collaboration with the California State Transportation Agency. Therefore, I am confident the approval of this request will help to support a safe and reliable transportation network that serves all people and respects the environment. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Omishakin'.

TOKS OMISHAKIN
Director

c: Madera County Transportation Commission



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

May 24, 2021

Diana Gomez, Director
Caltrans District 6
P.O. Box 12616
Fresno, CA 93778

RE: Madera County Transportation Commission for Member Designated Project Funding Request for the State Route 99 Operational Improvement Project in Madera County

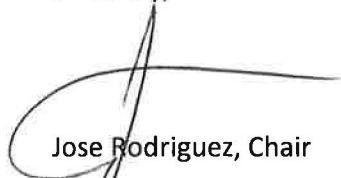
Dear Ms. Gomez,

On behalf of the Madera County Transportation Commission, we would like to thank you for your support for the Madera County Transportation Commission for Congressional Community Project Funding for the State Route 99 Operational Improvement Project in Madera County. This project addresses freight system needs on a high-volume freight corridor and has strong industry and community support. Additionally, this project will enhance connectivity and accessibility to the proposed Madera Amtrak Station and High-Speed Rail Station near Avenue 12 and State Route 99.

Our application is stronger with support from Caltrans District 6 as well as other local and state elected officials. Together we can make a difference in providing for the transportation needs of the Central Valley.

Again, thank you for your support.

Sincerely,



Jose Rodriguez, Chair



Patricia Taylor, Executive Director

cc: Congressman Jim Costa
David S. Kim, Secretary, CalSTA
Toks Omishakin, Director, California Department of Transportation
LeeAnn Eager, CTC Commissioner

Mitch Weiss, CTC Executive Director
Andreas Borgeas, State Senator, 8th District
Anna Caballero, State Senator, 12th District
Frank Bigelow, Assembly Member, 5th District



2001 Howard Road, Suite 201
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Website: www.maderactc.org

May 24, 2021

Toks Omishakin, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

RE: Madera County Transportation Commission for Member Designated Project Funding Request for the State Route 99 Operational Improvement Project in Madera County

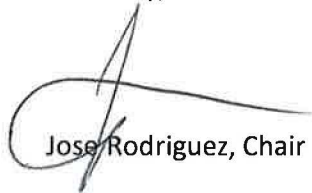
Dear Director Omishakin,

On behalf of the Madera County Transportation Commission, we would like to thank you for your support for the Madera County Transportation Commission for Congressional Community Project Funding for the State Route 99 Operational Improvement Project in Madera County. This project addresses freight system needs on a high-volume freight corridor and has strong industry and community support. Additionally, this project will enhance connectivity and accessibility to the proposed Madera Amtrak Station and High-Speed Rail Station near Avenue 12 and State Route 99.

Our application is stronger with support from Caltrans as well as other local and state elected officials. Together we can make a difference in providing for the transportation needs of the Central Valley.

Again, thank you for your support.

Sincerely,



Jose Rodriguez, Chair



Patricia Taylor, Executive Director

cc: Congressman Jim Costa
David S. Kim, Secretary, CalSTA
Diana Gomez, Director, Caltrans District 6
LeeAnn Eager, CTC Commissioner
Mitch Weiss, CTC Executive Director
Andreas Borgeas, State Senator, 8th District
Anna Caballero, State Senator, 12th District
Frank Bigelow, Assembly Member, 5th District



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

May 24, 2021

The Honorable Jim Costa
2081 Rayburn House Office Building
Washington, DC 20515

RE: Madera County Transportation Commission for Member Designated Project Funding
Request for the State Route 99 Operational Improvement Project in Madera County

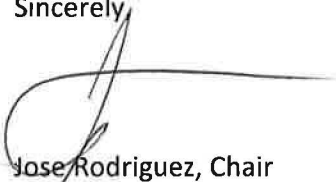
Dear Congressman Costa,

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Our application is stronger with your support as well as other local and state elected officials. Together we can make a difference in providing for the transportation needs of the Central Valley.

Again, thank you for your support.

Sincerely,



Jose Rodriguez, Chair



Patricia Taylor, Executive Director

cc: David S. Kim, Secretary, CalSTA
Toks Omishakin, Director, California Department of Transportation
Diana Gomez, Director, Caltrans District 6
LeeAnn Eager, CTC Commissioner
Mitch Weiss, CTC Executive Director
Andreas Borgeas, State Senator, 8th District
Anna Caballero, State Senator, 12th District
Frank Bigelow, Assembly Member, 5th District



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 4-E

PREPARED BY: Nicholas R. Dybas, Associate Regional Planner

SUBJECT:

California State Broadband Action Plan

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California State Broadband Action Plan was prepared in response to Governor Gavin Newsom's Executive Order N-73-20. This plan reflects the State's belief that broadband is essential to economic and workforce development, public safety, education, and an engaged public.

The Plan focuses on achieving three long term goals:

Goal 1: All Californians have high-performance broadband available at home, schools, libraries, and businesses.

Goal 2: All Californians have access to affordable broadband and necessary devices.

Goal 3: All Californians can access training and support to enable digital inclusion.

Key actions identified in the Plan to ensure all Californians have high-performance broadband available at home, school, libraries, and businesses, include:

- Modernize broadband speed and performance standards
- Simplify processes and leverage existing assets and construction
- Set reliability standards
- Increase access to affordable broadband services and devices
- Promote affordable broadband services devices
- Encourage broadband competition
- Strengthen partnerships and coordinate initiatives
- Improve broadband data and mapping transparency and usability
- Develop technical assistance and support
- Bolster partnerships

The California Broad Action Plan may be found at: [Broadband Action Plan 2020](#).

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 4-F

PREPARED BY: Dylan Stone, Principle Regional Planner

SUBJECT:

Notice of Availability for the Draft Version of the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study

Enclosure: No

Action: Information and Discussion

SUMMARY:

Fresno Council of Governments (Fresno COG), in partnership with Madera County Transportation Commission (MCTC), is conducting a study to determine State Route 41's future transportation needs in the City of Fresno, as well as the southern segment in Madera County. In addition, the study is analyzing future transportation needs along the Avenue 9 corridor in Madera County between SR 41 and SR 99. This project began in July 2020.

The study is recommending sustainable improvements to address residents' transportation needs in both counties for issues such as: mobility, access, safety, and connectivity for all modes of travel, including automobiles, transit, walking, and rolling/cycling.

The draft study and all other project documents are available for public review and comment at the [Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study web project webpage \(click here\)](#).

The online information center is live throughout the project, and can be accessed at: https://www.ibiviz.com/41_9InfoCenter/

The final study, incorporating all comments, will be brought to the MCTC Board in July for acceptance.

For questions or comments, please contact Dylan Stone, dylan@maderactc.org.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 5-A

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

PUBLIC HEARING: 2021 Draft Conformity Analysis Public Hearing Resolution 21-09

Enclosure: Yes

Action: Conduct public hearing, receive testimony, and consider adoption of 2021 Conformity Analysis - Resolution 21-09

SUMMARY:

The 2021 Conformity Analysis contains the documentation to support a finding that the 2021 FTIP and 2018 RTP (as amended) meet the air quality conformity requirements for ozone and particulate matter.

A 30-day public review and comment period commenced on May 21, 2021 and concluded on June 21, 2021. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 (by appointment) and on the MCTC website at <https://www.maderactc.org/programming/page/draft-2021-conformity-analysis>.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission Policy Board at a regularly scheduled meeting to be held on June 23, 2021. The documents will then be submitted to state and federal agencies for approval.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

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

In the matter of
**RESOLUTION ADOPTING THE
MADERA COUNTY TRANSPORTATION
COMMISSION
2021 CONFORMITY ANALYSIS**

Resolution No.: **21-09**

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2021 FTIP program listing is consistent with: 1) the 2018 Regional Transportation Plan; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding 2021 Conformity Analysis; and

WHEREAS, the 2021 FTIP contains the MPO’s certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2021 FTIP and 2018 RTP meet all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the 2021 Conformity Analysis was conducted to re-determine conformity to new and upcoming State Implementation Plan conformity budgets for the 2021 FTIP and 2018 RTP; and

WHEREAS, the 2021 Conformity Analysis supports a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2021 FTIP and 2018 RTP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2021 FTIP and 2018 RTP conform to the applicable State Implementation Plans; and

WHEREAS, the documents have been widely circulated and reviewed by Madera County Transportation Commission advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by Madera County Transportation Commission; and

WHEREAS, a public hearing was conducted on June 23, 2021 to hear and consider comments on the 2021 Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that Madera County Transportation Commission adopts the 2021 Conformity Analysis.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission finds that 2021 FTIP and 2018 RTP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing resolution was passed and adopted by Madera County Transportation Commission this 23rd day of June, 2021 by the following vote:

- Commissioner Jose Rodriguez _____
- Commissioner Tom Wheeler _____
- Commissioner Waseem Ahmed _____
- Commissioner Brett Frazier _____
- Commissioner Cecelia Gallegos _____
- Commissioner Robert Poythress _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – May 19, 2021

Enclosure: Yes

Action: Approve Minutes

SUMMARY:

Attached are the Executive Minutes for the May 19, 2021, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: May 19, 2021
Time: 3:28 pm (due to technical difficulties)
Place: MCTC Conference Room

GoToWebinar

Members Present: Chairman, Jose Rodriguez, Council Member, City of Madera
Vice-Chairman, Tom Wheeler, Supervisor, County of Madera
Waseem Ahmed, Council Member City of Chowchilla
Brett Frazier, Supervisor County of Madera
Cece Gallegos, Council Member, City of Madera
Robert Poythress, Supervisor, County of Madera

Members Absent: None

Policy Advisory Committee: Above Members, Michael Navarro, Caltrans District 06, Deputy Director

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Associate Regional Planner
Nicholas Dybas, Associate Regional Planner
Sandy Ebersole, Administrative Analyst
Sheila Kingsley, Office Assistant

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

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

No other public comment.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

- A. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program Call for Projects
Action: Information and Discussion Only
- B. Sustainable Agriculture Lands Conservation Program Call for Projects
Action: Information and Discussion Only
- C. Public Transportation Agency Safety Plan (PTASP) Targets
Action: Adopt PTASP Targets
- D. Annual DBE Submittal Fiscal Year 2021-2022
Action: Information and Discussion Only
- E. Comment Letter on Urban Areas for the 2020 Census -Proposed Criteria (Docket Number 21012-0021)
Action: Information and Discussion Only
- F. 2022 SB-1 Competitive Programs Guideline Development Workshops
Action: Information and Discussion Only
- G. Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) Funding
Action: Information and Discussion Only
- H. Unmet Transit Needs Update
Action: Information and Discussion Only
- I. Northeast Madera Walking and Biking Safety Training and Virtual Walking and Biking Assessment flier
Action: Information and Discussion Only

Transportation Consent Calendar Action on Items A-I.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to approve Transportation Consent Calendar Items A-I. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier- Yes
 Commissioner Cece Gallegos - Yes
 Vote passed 6-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. American Jobs Plan, Community Project Funding, and INVEST in America Act

Action: Information and Discussion Only.

B. CalSTA DRAFT Climate Action Plan for Transportation Infrastructure (CAPTI) – Comment Letter

Action: Upon motion Commissioner Tom Wheeler, seconded by Commissioner Waseem Ahmed to authorize submission of CAPTI comment letter to CalSTA. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cece Gallegos - Yes
 Vote passed 6-0

C. Governor’s FY 2021-22 “May Revise” State Budget - Transportation

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier – Yes
Commissioner Cece Gallegos - Yes
Vote passed 6-0

7. ADMINISTRATIVE CONSENT ITEMS

- A. Approval of Executive Minutes of the April 21, 2021 Regular Meeting.
Action: Approve Minutes of the April 21, 2021 Regular Meeting
- B. Transportation Lobbying and Intergovernmental Services – Request for Proposal (RFP)
Action: Information and Discussion Only
- C. Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 2, Resolution 20-09 Amendment No. 2
Action: Approve Resolution 20-08 Amendment No. 2 and Resolution 20-09 Amendment No. 2
- D. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 21-07 and STA Resolution 21-08, and State of Good Repair (SGR)
Action: Approve TDA Funds Estimates and Apportionment, Resolutions 21-07 and 21-08, and State of Good Repair (SGR)

Approval Administrative Consent Calendar Action A-D

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Robert Poythress to approve the Administrative Consent Calendar Items A-D. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier – Yes
Commissioner Cece Gallegos - Yes
Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

- A. Measure “T” Fund Compliance Audit Report for Fiscal Year ended June 30, 2020, County of Madera

Action: Accept Measure “T” Compliance Audit Report FY ending June 30, 2020

- B. Measure “T” FY 2021-22 Allocation

Action: Approve Measure “T” FY 2021-22 Allocation

Authority - Administrative Consent Items Action A-B

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to approve the Administrative Consent Items A-B. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cece Gallegos - Yes
 Vote passed 6-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

- A. Award Contact – Measure T Renewal Implementation Plan

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Waseem Ahmed to authorize staff to enter a contract with VRPA Technologies and TBWBH to provide services for the Measure T Renewal Implementation Plan. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cece Gallegos - Yes
 Vote passed 6-0

OTHER ITEMS

11. MISCELLANEOUS

- A. Items from Caltrans

Michael Navarro, Caltrans District 06 Deputy District Director, Planning, Local Programs & Environmental Analysis, provided a brief update on State Highway projects in Madera County.

- B. Items from Staff

Patricia Taylor, MCTC Director provided the following comments:

- Planning on staff to return to the office after the July 4th Holiday. Also, “in-person” MCTC Policy Board meetings may resume in September 2021, depending on State guidance.
- Thanked Chairman Jose Rodriguez for being available to sign various letters as needed.

C. Items from Commissioners

This time was reserved for the Commissioners to inquire about specific projects.

12. CLOSED SESSION

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

12-B. Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Commission Negotiators: Chair Jose Rodriguez and Supervisor Brett Frazier
Employee: Executive Director

13. ADJOURNMENT

Meeting adjourned at 4:50 p.m.

Next meeting scheduled for Wednesday, June 23, 2021

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2020: City of Madera

Enclosure: Yes

Action: Accept TDA Compliance Audit Report: City of Madera

SUMMARY:

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2020, for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings. A management comment was provided regarding the City of Madera not meeting the required farebox recovery ratio. MCTC staff will work with the City of Madera to help resolve this issue.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT**

**FOR THE YEARS ENDED
JUNE 30, 2020 AND 2019**

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
JUNE 30, 2020 AND 2019**

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The Place to Be

INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
Madera County Transportation Commission
Madera, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the years ended June 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control as it relates to the TDA Funds. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

570 N. Magnolia Avenue, Suite 100
Clovis, CA 93611
tel 559.299.9540
fax 559.299.2344

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Funds of the City, as of June 30, 2020 and 2019, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the TDA Funds of the City and do not purport to, and do not present fairly the financial position of the City as of June 30, 2020 and 2019, the changes in its financial position, or its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 20-22 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 3, 2021, on our consideration of the City's internal control over financial reporting as it relates to the TDA Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City's internal control over financial reporting and compliance as it relates to the TDA Funds.

Price Pange & Company

Clovis, California
June 3, 2021

FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2020**

Item 7-7-B.

	Special Revenue Funds		
	Street Construction	Intermodal Building Operations	Total
ASSETS			
Prepaid expenses	\$ 3,815	\$ -	\$ 3,815
Due from local government agencies	<u>1,126,151</u>	<u>59,300</u>	<u>1,185,451</u>
Total assets	<u>\$ 1,129,966</u>	<u>\$ 59,300</u>	<u>\$ 1,189,266</u>
LIABILITIES			
Accounts payable	\$ 52,629	\$ 5,042	\$ 57,671
Salaries payable	-	103	103
Due to General Fund	583,638	24,462	608,100
Unearned revenue	<u>-</u>	<u>1,322</u>	<u>1,322</u>
Total liabilities	<u>636,267</u>	<u>30,929</u>	<u>667,196</u>
FUND BALANCES			
Nonspendable	3,815	-	3,815
Restricted	<u>489,884</u>	<u>28,371</u>	<u>518,255</u>
Total fund balances	<u>493,699</u>	<u>28,371</u>	<u>522,070</u>
Total liabilities and fund balances	<u>\$ 1,129,966</u>	<u>\$ 59,300</u>	<u>\$ 1,189,266</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2019**

	Special Revenue Funds		
	Street Construction	Intermodal Building Operations	Total
ASSETS			
Cash and investments	\$ 236,912	\$ 51,604	\$ 288,516
Prepaid expenses	-	27	27
Due from local government agencies	<u>322,176</u>	<u>17,817</u>	<u>339,993</u>
Total assets	<u>\$ 559,088</u>	<u>\$ 69,448</u>	<u>\$ 628,536</u>
LIABILITIES			
Accounts payable	\$ 59,336	\$ 935	\$ 60,271
Salaries payable	-	53	53
Unearned revenue	<u>-</u>	<u>40,054</u>	<u>40,054</u>
Total liabilities	<u>59,336</u>	<u>41,042</u>	<u>100,378</u>
FUND BALANCES			
Nonspendable	-	27	27
Restricted	<u>499,752</u>	<u>28,379</u>	<u>528,131</u>
Total fund balances	<u>499,752</u>	<u>28,406</u>	<u>528,158</u>
Total liabilities and fund balances	<u>\$ 559,088</u>	<u>\$ 69,448</u>	<u>\$ 628,536</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2020**

	Special Revenue Funds		Total
	Street Construction	Intermodal Building Operations	
REVENUES			
Local transportation funds	\$ 1,277,961	\$ 23,258	\$ 1,301,219
Aid from other governmental agencies	-	51,847	51,847
Building rents and leases	-	11,469	11,469
Utility reimbursements	-	42,396	42,396
Total revenues	<u>1,277,961</u>	<u>128,970</u>	<u>1,406,931</u>
EXPENDITURES			
Street and road maintenance	768,662	-	768,662
Intermodal building improvements	-	77,941	77,941
Administrative	3,352	48,977	52,329
Total expenditures	<u>772,014</u>	<u>126,918</u>	<u>898,932</u>
Excess (deficiency) of revenues over (under) expenditures	<u>505,947</u>	<u>2,052</u>	<u>507,999</u>
OTHER FINANCING SOURCES (USES)			
Transfers out	<u>(512,000)</u>	<u>(2,087)</u>	<u>(514,087)</u>
Total other financing sources (uses)	<u>(512,000)</u>	<u>(2,087)</u>	<u>(514,087)</u>
Change in fund balances	(6,053)	(35)	(6,088)
Fund balances - beginning	<u>499,752</u>	<u>28,406</u>	<u>528,158</u>
Fund balances - ending	<u>\$ 493,699</u>	<u>\$ 28,371</u>	<u>\$ 522,070</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2019**

	Special Revenue Funds		Total
	Street Construction	Intermodal Building Operations	
REVENUES			
Local transportation funds	\$ 853,521	\$ 45,492	\$ 899,013
Aid from other governmental agencies	-	7,813	7,813
Building rents and leases	-	16,969	16,969
Utility reimbursements	-	12,284	12,284
Total revenues	<u>853,521</u>	<u>82,558</u>	<u>936,079</u>
EXPENDITURES			
Street and road maintenance	345,220	-	345,220
Intermodal building improvements	-	37,893	37,893
Administrative	888	44,467	45,355
Total expenditures	<u>346,108</u>	<u>82,360</u>	<u>428,468</u>
Excess (deficiency) of revenues over (under) expenditures	<u>507,413</u>	<u>198</u>	<u>507,611</u>
OTHER FINANCING SOURCES (USES)			
Transfers out	<u>(512,000)</u>	<u>(244)</u>	<u>(512,244)</u>
Total other financing sources (uses)	<u>(512,000)</u>	<u>(244)</u>	<u>(512,244)</u>
Change in fund balances	(4,587)	(46)	(4,633)
Fund balances - beginning	<u>504,339</u>	<u>28,452</u>	<u>532,791</u>
Fund balances - ending	<u>\$ 499,752</u>	<u>\$ 28,406</u>	<u>\$ 528,158</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF NET POSITION
PROPRIETARY FUND - LOCAL TRANSIT FUND
JUNE 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
ASSETS		
Current assets:		
Due from local governmental agencies	\$ 1,754,706	\$ 2,159,180
Prepaid expenses	<u>26</u>	<u>-</u>
Total current assets	<u>1,754,732</u>	<u>2,159,180</u>
Noncurrent assets:		
Capital assets, not depreciated	320,500	3,990,393
Capital assets, net of accumulated depreciation	<u>8,166,454</u>	<u>1,035,480</u>
Total noncurrent assets:	<u>8,486,954</u>	<u>5,025,873</u>
Total assets	<u>10,241,686</u>	<u>7,185,053</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflow of resources related to pensions	<u>113,508</u>	<u>124,614</u>
Total deferred outflows of resources	<u>113,508</u>	<u>124,614</u>
LIABILITIES		
Current liabilities:		
Accounts payable	304,679	613,722
Salaries payable	5,087	9,526
Due to General Fund	1,439,092	1,501,556
Compensated absences, due within one year	<u>16,064</u>	<u>17,604</u>
Total current liabilities	<u>1,764,922</u>	<u>2,142,408</u>
Noncurrent liabilities:		
Compensated absences, due in more than one year	4,900	4,152
Net pension liability	<u>465,236</u>	<u>454,088</u>
Total noncurrent liabilities	<u>470,136</u>	<u>458,240</u>
Total liabilities	<u>2,235,058</u>	<u>2,600,648</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows of resources related to pensions	<u>35,779</u>	<u>40,313</u>
Total deferred inflows of resources	<u>35,779</u>	<u>40,313</u>
NET POSITION		
Net investment in capital assets	8,486,954	5,025,873
Unrestricted (deficit)	<u>(402,597)</u>	<u>(357,167)</u>
Total net position	<u>\$ 8,084,357</u>	<u>\$ 4,668,706</u>

The accompanying notes are an integral part of this statement.

CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND - LOCAL TRANSIT FUND
FOR THE YEAR ENDED JUNE 30, 2020 AND 2019

	<u>2020</u>	<u>2019</u>
Operating revenues:		
Charges for services	\$ 120,138	\$ 126,870
Other	<u>-</u>	<u>39,684</u>
Total operating revenues	<u>120,138</u>	<u>166,554</u>
Operating expenses:		
Salaries and benefits	251,853	328,458
General and administrative	1,811,275	1,646,413
Vehicle supplies and maintenance	165,918	196,738
Depreciation	<u>174,743</u>	<u>149,454</u>
Total operating expenses	<u>2,403,789</u>	<u>2,321,063</u>
Operating income (loss)	<u>(2,283,651)</u>	<u>(2,154,509)</u>
Nonoperating revenues (expenses):		
Interest income	2,780	3,231
Operating grants	2,930,377	2,056,658
Capital grants	<u>2,524,414</u>	<u>2,133,288</u>
Total nonoperating revenues (expenses)	<u>5,457,571</u>	<u>4,193,177</u>
Income (loss) before capital contributions and transfers	<u>3,173,920</u>	<u>2,038,668</u>
Capital contributions	298,731	-
Transfers out	<u>(57,000)</u>	<u>(61,522)</u>
Change in net position	3,415,651	1,977,146
Net position - beginning	<u>4,668,706</u>	<u>2,691,560</u>
Net position - ending	<u>\$ 8,084,357</u>	<u>\$ 4,668,706</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS - LOCAL TRANSIT FUND
FOR THE YEAR ENDED JUNE 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
Cash flows from operating activities:		
Receipts from customers and users	\$ 120,138	\$ 126,870
Payments to suppliers	(2,286,262)	(1,437,554)
Payments to employees	(239,364)	(275,692)
Receipts from other operating activities	<u>-</u>	<u>39,684</u>
Net cash provided (used) by operating activities	<u>(2,405,488)</u>	<u>(1,546,692)</u>
Cash flows from noncapital financing activities:		
Transfers from (to) other funds	(57,000)	(61,522)
Due from (to) other funds	(62,464)	906,504
Operating grants	<u>3,334,851</u>	<u>719,127</u>
Net cash provided (used) by noncapital financing activities	3,215,387	1,564,109
Cash flows from capital and related financing activities:		
Capital grants	2,524,414	2,133,288
Acquisition and construction of capital assets	<u>(3,337,093)</u>	<u>(2,153,936)</u>
Net cash provided (used) by capital and related financing activities	<u>(812,679)</u>	<u>(20,648)</u>
Cash flows from investing activities:		
Interest on investments	<u>2,780</u>	<u>3,231</u>
Net cash provided (used) by investing activities	<u>2,780</u>	<u>3,231</u>
Net increase (decrease) in cash and cash equivalents	-	-
Cash and cash equivalents - beginning	<u>-</u>	<u>-</u>
Cash and cash equivalents - ending	<u>\$ -</u>	<u>\$ -</u>
Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:		
Operating income (loss)	\$ (2,283,651)	\$ (2,154,509)
Adjustments to reconcile net operating income (loss) to net cash provided by (used for) operating activities:		
Depreciation	174,743	149,454
(Gain) loss on disposal of capital assets		
Changes in assets and liabilities:		
(Increase) decrease in prepaid expenses	(26)	877
(Increase) decrease in deferred outflows of resources from pensions	11,106	380
Increase (decrease) in accounts payable	(309,043)	404,720
Increase (decrease) in salaries payable	(4,439)	2,711
Increase (decrease) in deferred inflows of resources from pensions	(4,534)	38,925
Increase (decrease) in net pension liability	11,148	10,228
Increase (decrease) in compensated absences	<u>(792)</u>	<u>522</u>
Net cash provided (used) by operating activities	<u>\$ (2,405,488)</u>	<u>\$ (1,546,692)</u>
Noncash investing, capital, and financing activities:		
Developer and other capital contributions	<u>\$ 298,731</u>	<u>\$ -</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Description of Reporting Entity

The accompanying financial statements present only the Transportation Development Act Funds of the City of Madera (TDA Funds) and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City of Madera (the City) with accounting principles generally accepted in the United States of America.

Basis of Accounting and Measurement Focus

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the TDA Fund's accounting policies are described below.

Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. The City considers revenue to be available if it is collected within 60 days after end of current fiscal period. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds are Local Transportation Fund allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Proprietary funds are accounted for using the "economic resources" measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

Fund Accounting

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for as a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Operating revenues in the enterprise fund are those revenues that are generated from the primary operations of the fund. All other revenues are reported as nonoperating revenues. Operating expenses are those expenses that are essential to the primary operations of the fund. All other expenses are reported as nonoperating expenses.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets

Capital assets, which include property, plant, equipment and infrastructure assets (e.g., roads, sidewalks, and similar items), are reported in the applicable governmental or business-type activities in the Government-Wide Financial Statements. City policy has set the capitalization threshold for reporting capital assets at \$5,000. Capital assets are valued at historical cost or estimated historical cost if actual historical cost was not available. Donated assets are valued at their estimated fair market value on the date donated.

Depreciation is recorded on a straight-line basis over estimated useful lives of the assets as follows:

Buildings	25-30 years
Improvements	5-50 years
Equipment	4-15 years
Infrastructure	10-50 years

The City defines infrastructure as the basic physical assets that allow the City to function. The assets include streets, bridges, sidewalks, drainage systems, and lighting systems, etc. Each major infrastructure system can be divided into subsystems. For example, the street system can be subdivided into pavement, curb and gutters, sidewalks, medians, streetlights, landscaping and land. These subsystems were not delineated in the financial statements. The appropriate operating department maintains information regarding the subsystems.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest on construction-related debt incurred during the period of construction for business-type and proprietary fund assets is capitalized as a cost of the constructed assets. Capital assets acquired under capital leases are capitalized at the net present value of the total lease payments.

Transfers Between Funds

With City Council approval, resources may be transferred from one City fund to another. The purpose of the majority of transfers is to reimburse a fund that has made expenditures on behalf of another fund.

Net Position

The government-wide and proprietary fund financial statements utilize a net position presentation. Net position is classified in the following categories:

- **Net investment in capital assets** – This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce this category.
- **Restricted net position** – This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.
- **Unrestricted Net Position** – This category represents net amounts that do not meet the criteria for “restricted” or “net investment in capital assets”.

When both restricted and unrestricted resources are available for use, it is the City’s policy to use restricted first, and then unrestricted resources as they are needed.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in governmental fund financial statements are as follows:

Nonspendable

This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted

This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

Committed

This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the City Council. These amounts cannot be used for any other purpose unless the City Council removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned

This classification includes amounts that are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the City Council or through the City Council delegating this responsibility to the Finance Director through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the City's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the City's policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The various funds are grouped in the accompanying financial statements into fund types as follows:

Government Fund Type

Special Revenue Funds – Street Construction and Intermodal Building Operations Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

Proprietary Fund Type

Enterprise Fund – The Local Transit Fund is used to account for operations financed and operated similar to business activities such as services rendered to the general public on a fee basis. The fund records the costs of the City's Dial-A-Ride and fixed route service, Madera Metro.

Use of Estimates

A number of estimates and assumptions relating to the reporting of revenues, expenditures/expenses, assets, deferred outflows of resources, liabilities and deferred inflows of resources, and the disclosure of contingent liabilities were used to prepare these financial statements in conformity with accounting principles generally accepted in the United States of America. Actual results could differ from those estimates.

Due from Local Governmental Agencies

Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or from other governmental agencies in the same fiscal year.

Payables

Certain costs are incurred by the City during the current period but are not paid until after the beginning of next fiscal period. These costs are reported as payables in the financial statements.

Unearned Revenue

Unearned revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrued basis of accounting. The City typically records intergovernmental revenues (primary grants and subventions) received but not earned (qualifying expenditures not yet incurred).

Due to General Fund

These amounts resulted from temporary reclassifications made at June 30, 2020 to cover cash shortfalls and reimbursement agreements.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 2 – CASH AND INVESTMENTS

Cash is pooled in the City’s cash and investments. Income from the investment of pooled cash is allocated to the City on a monthly basis, based upon the actual daily balance of the fund as a percentage of the total pooled cash balance. Cash and investments consist of U.S. government-backed securities and investments in the State of California Local Agency Investment Fund, as well as banker acceptances, commercial paper and money market funds, and are not identified with any single fund of the City. The City values its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Investments are stated at fair value. The increase in the fair value of investments is recognized as an increase to the interest income revenue. The City normally holds investments to term; therefore, no realized gain/loss is recognized.

City-wide information concerning cash and investments for the years ended June 30, 2020 and 2019, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City’s Financial Statements.

NOTE 3 – CAPITAL ASSETS

A summary of capital assets for the year ended June 30, 2020 is as follows:

	Balance <u>6/30/2019</u>	<u>Additions</u>	<u>Deletions</u>	<u>Transfers</u>	Balance <u>6/30/2020</u>
Capital assets not being depreciated:					
Land	\$ 320,500	\$ -	\$ -	\$ -	\$ 320,500
Construction in progress	<u>3,669,893</u>	<u>2,613,705</u>	<u>-</u>	<u>(6,283,598)</u>	<u>-</u>
Total capital assets not being depreciated:	<u>3,990,393</u>	<u>2,613,705</u>	<u>-</u>	<u>(6,283,598)</u>	<u>320,500</u>
Capital assets being depreciated:					
Buildings and improvements	66,737	-	-	-	66,737
Equipment	<u>3,169,447</u>	<u>1,022,119</u>	<u>(233,222)</u>	<u>6,283,598</u>	<u>10,241,942</u>
Total capital assets being depreciated	<u>3,236,184</u>	<u>1,022,119</u>	<u>(233,222)</u>	<u>6,283,598</u>	<u>10,308,679</u>
Less accumulated depreciation for:					
Buildings and improvements	42,644	32,531	-	-	75,175
Equipment	<u>2,158,060</u>	<u>142,212</u>	<u>(233,222)</u>	<u>-</u>	<u>2,067,050</u>
Total accumulated depreciation	<u>2,200,704</u>	<u>174,743</u>	<u>(233,222)</u>	<u>-</u>	<u>2,142,225</u>
Business-type activities capital assets, net	<u>\$ 5,025,873</u>	<u>\$ 3,461,081</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 8,486,954</u>

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 3 – CAPITAL ASSETS (Continued)

A summary of capital assets for the year ended June 30, 2019 is as follows:

	<u>Balance 6/30/2018</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance 6/30/2019</u>
Capital assets not being depreciated:				
Land	\$ 320,500	\$ -	\$ -	\$ 320,500
Construction in progress	<u>1,515,957</u>	<u>2,153,936</u>	<u>-</u>	<u>3,669,893</u>
 Total capital assets not being depreciated:	 <u>1,836,457</u>	 <u>2,153,936</u>	 <u>-</u>	 <u>3,990,393</u>
Capital assets being depreciated:				
Buildings and improvements	66,737	-	-	66,737
Equipment	<u>3,169,447</u>	<u>-</u>	<u>-</u>	<u>3,169,447</u>
 Total capital assets being depreciated	 <u>3,236,184</u>	 <u>-</u>	 <u>-</u>	 <u>3,236,184</u>
 Less accumulated depreciation for:				
Buildings and improvements	40,518	2,126	-	42,644
Equipment	<u>2,010,732</u>	<u>147,328</u>	<u>-</u>	<u>2,158,060</u>
 Total accumulated depreciation	 <u>2,051,250</u>	 <u>149,454</u>	 <u>-</u>	 <u>2,200,704</u>
 Business-type activities capital assets, net	 <u>\$ 3,021,391</u>	 <u>\$ 2,004,482</u>	 <u>\$ -</u>	 <u>\$ 5,025,873</u>

For the years ended June 30, 2020 and 2019, depreciation expense was \$174,743 and \$149,454, respectively.

NOTE 4 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the statement of net position and balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. Deferred outflows of resources reported in the proprietary funds for the years ended June 30, 2020 and 2019 was \$113,508 and \$124,614, respectively, are related to contributions to the pension plan.

In addition to liabilities, the statement of net position and balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources in the proprietary funds for the years ended June 30, 2020 and 2019 was \$35,779 and \$40,313, respectively, are related to the pension plan.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 5 – PENSION PLANS

The City recognizes a net pension liability for each qualified pension plan in which it participates, which represents the excess of the total pension liability over the fiduciary net position of the qualified pension plan, measured as of the City’s fiscal year-end or the City’s proportionate share thereof in the case of a cost-sharing multiple-employer plan. The amounts reported in the TDA Enterprise Fund as pension liability and the related deferred inflows and outflows represent that funds allocable share of the total City liability and deferred items. For a more comprehensive description of the City of Madera’s pension activity, refer to the respective footnote contained in the Comprehensive Annual Financial Report located on the City’s website.

NOTE 6 – FARE REVENUE RATIO

The City is required to maintain a minimum fare revenue to operating expenses ratio of 15% in accordance with the Transportation Development Act.

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride (DAR) is as follows for the year ended June 30, 2020:

	<u>Madera Metro</u>	<u>DAR</u>	<u>Total</u>
Fares:			
Farebox revenues	\$ 81,501	\$ 38,637	\$ 120,138
Total fares	<u>81,501</u>	<u>38,637</u>	<u>120,138</u>
Operating costs	1,328,894	938,034	2,266,928
Less depreciation and capital outlay	<u>(83,813)</u>	<u>(77,174)</u>	<u>(160,987)</u>
Net operating costs	<u>\$ 1,245,081</u>	<u>\$ 860,860</u>	<u>\$ 2,105,941</u>
Fare revenue ratio	<u>6.5%</u>	<u>4.5%</u>	

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride (DAR) is as follows for the year ended June 30, 2019:

	<u>Madera Metro</u>	<u>DAR</u>	<u>Total</u>
Fares:			
Farebox revenues	\$ 83,009	\$ 43,861	\$ 126,870
Total fares	<u>83,009</u>	<u>43,861</u>	<u>126,870</u>
Operating costs	1,337,630	1,059,720	2,397,350
Less depreciation and capital outlay	<u>(114,175)</u>	<u>(82,563)</u>	<u>(196,738)</u>
Net operating costs	<u>\$ 1,223,455</u>	<u>\$ 977,157</u>	<u>\$ 2,200,612</u>
Fare revenue ratio	<u>6.8%</u>	<u>4.5%</u>	

As of April 16, 2020, the City eliminated fares due to COVID-19, which therefore had an impact on fare collections. Although the City is required to maintain a fare revenue ratio of 15%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal year ending June 30, 2020.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019**

Item 7-7-B.

NOTE 7 – CONTINGENCY

On March 11, 2020, the World Health Organization declared the outbreak of coronavirus, COVID-19, a pandemic. Accordingly, some functions of the City's operations were limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BUDGETARY COMPARISON SCHEDULE
STREET CONSTRUCTION SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2020**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance with Final Budget</u>
	<u>Original</u>	<u>Final</u>		
REVENUES				
Local transportation funds	\$ 1,082,259	\$ 1,082,259	\$ 1,277,961	\$ 195,702
Total revenues	<u>1,082,259</u>	<u>1,082,259</u>	<u>1,277,961</u>	<u>195,702</u>
EXPENDITURES				
Local transportation funds	1,148,207	4,467,785	768,662	3,699,123
Administrative	<u>-</u>	<u>3,500</u>	<u>3,352</u>	<u>148</u>
Total expenditures	<u>1,148,207</u>	<u>4,471,285</u>	<u>772,014</u>	<u>3,699,271</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(65,948)</u>	<u>(3,389,026)</u>	<u>505,947</u>	<u>3,894,973</u>
OTHER FINANCING SOURCES (USES)				
Transfers out	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
Total other financing sources (uses)	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
Net change in fund balance	<u>\$ (577,948)</u>	<u>\$ (3,901,026)</u>	(6,053)	<u>\$ 3,894,973</u>
Fund balance - beginning			<u>499,752</u>	
Fund balance - ending			<u>\$ 493,699</u>	

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BUDGETARY COMPARISON SCHEDULE
INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2020**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance with Final Budget</u>
	<u>Original</u>	<u>Final</u>		
REVENUES				
Local transportation funds	\$ 63,410	\$ 63,410	\$ 23,258	\$ (40,152)
Aid from other governmental agencies	63,410	63,410	51,847	(11,563)
Building rents and leases	-	-	11,469	11,469
Utility reimbursements	-	-	42,396	42,396
	<u>126,820</u>	<u>126,820</u>	<u>128,970</u>	<u>2,150</u>
EXPENDITURES				
Intermodal building improvements	38,944	38,944	77,941	(38,997)
Administrative	71,586	64,656	48,977	15,679
	<u>110,530</u>	<u>103,600</u>	<u>126,918</u>	<u>(23,318)</u>
Excess (deficiency) of revenues over (under) expenditures	<u>16,290</u>	<u>23,220</u>	<u>2,052</u>	<u>(21,168)</u>
OTHER FINANCING SOURCES (USES)				
Transfers out	-	-	(2,087)	(2,087)
	<u>-</u>	<u>-</u>	<u>(2,087)</u>	<u>(2,087)</u>
Net change in fund balance	<u>\$ 16,290</u>	<u>\$ 23,220</u>	(35)	<u>\$ (23,255)</u>
Fund balance - beginning			<u>28,406</u>	
Fund balance - ending			<u>\$ 28,371</u>	

**CITY OF MADERA, CALIFORNIA
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
 FOR THE YEAR ENDED JUNE 30, 2020**

BUDGETARY INFORMATION

The City establishes annual budgets for the Special Revenue Funds. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year’s expenditures.
- 2) A meeting is held between the department heads, Finance Director and City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City’s accounting system and monitored by the finance department as well as by the department heads.

Department heads may, with the City Administrator’s authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the Transportation Development Act Funds.

EXCESS OF EXPENDITURES OVER APPROPRIATIONS

As of June 30, 2020, expenditures exceeded appropriations in individual funds as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
Intermodal building operations:	
Intermodal building improvements	\$ 38,997

OTHER REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL
 OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER
 MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
 PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING
 STANDARDS* AND THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Commissioners
 Madera County Transportation Commission
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements, and have issued our report thereon dated June 3, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control), as it relates to the TDA Funds, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's TDA Funds financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

570 N. Magnolia Avenue, Suite 100
 Clovis, CA 93611
 tel 559.299.9540
 fax 559.299.2344

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's TDA Funds financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that TDA Funds allocated to and received by the City were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Section 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the Transportation Development Act.

Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

During the fiscal year ended June 30, 2020, the City expensed \$557,904 of PTMISEA funding.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
June 3, 2021



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 3, Resolution 20-09 Amendment No. 3

Enclosure: Yes

Action: Approve Resolution 20-08 Amendment No. 3 and Resolution 20-09 Amendment No. 3

SUMMARY:

The County of Madera submitted a request to amend their FY 2020-21 TDA allocations. The request is to carryover funds from FY’s 2018-19 and 2019-20 and to reallocate their allocations. As shown below, the total 2018-19 LTF carryover is \$94,719.98. Of that amount, \$13,850.98 in Amtrak carryover is programmed for Streets and Roads, and \$80,869.00 is reprogrammed for Pedestrian and Bicycle Facilities in 2020-21. The total 2019-20 LTF carryover is \$685,735.68. Of that amount, \$12,617.68 in Amtrak carryover is programmed for Streets and Roads, \$673,118.00 is reprogrammed for Pedestrian and Bicycle Facilities. A total of \$111,463 in 2020-21 unallocated funds is programmed for Streets and Roads.

STA funds may be used for transit operating and capital purposes. This amendment reflects a new revised 2020-21 allocation of \$536,159.60, including a reduction in STA apportionment from \$582,523 to \$420,252, 2018-19 carryover of \$18,904.17, and 2019-20 carryover of \$97,003.43.

PROGRAM	Carryover FY 2018-19	Carryover FY 2019-20	Total Carryover	FY 2020-21 (incl Rev Appor & Unalloc) (+/-)	Adopted FY 2020-21	Total Amended FY 2020-21
LTF:						
Amtrak	\$13,850.98	\$12,617.68	\$26,468.66	\$0	\$23,506.00	\$0
Ped/Bicycle	\$80,869.00	\$673,118.00	\$753,987.00	+753,987.00	\$44,585.00	\$798,454.00
Streets & Roads	\$0	\$0	\$0	+\$137,931.66	\$1,834,419.00	\$1,972,350.66

Total:	\$94,719.98	\$685,735.68	\$780,455.66	\$891,918.66	\$1,902,510.00	\$2,770,922.66
STA:						
Transit	\$18,904.17	\$97,003.43	\$115,907.60	\$-46,363.4	\$582,523.00	\$536,159.60

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

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

<p>In the matter of ALLOCATION OF FY 2020-21 LOCAL TRANSPORTATION FUND</p>	<p>Resolution No.: 20-08 Amendment No. 3</p>
---	---

WHEREAS, the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

WHEREAS, the Madera County Transportation Commission (MCTC) is empowered to authorize apportionment and allocation of said Fund, and

WHEREAS, \$100,000 has been apportioned for Administration, \$87,746 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$131,619 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$4,387,322 to be allocated from LTF, 2020-21;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 20-06 that there are no substantial unmet transit needs that are reasonable to meet in FY 2020-21 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the County of Madera has requested to carryover funds from FYs 2018-19 and 2019-20 and reallocate its apportionment;

NOW, THEREFORE, LET IT BE RESOLVED, that the following sums have been allocated under the California Administrative Code by the Madera County Transportation Commission to be expended by the City of Chowchilla, the City of Madera, and the County of Madera for the purposes set forth below:

(A) City of Chowchilla

CATX		\$ 185,673
Pedestrian & Bicycle Projects		\$ 6,866
MCTC Planning Services	\$ 10,299	
Street & Road Projects	\$ 140,470	

(B) City of Madera

Madera Metro, Intermodal		\$ 783,856
Pedestrian & Bicycle Projects		\$ 142,862.59

MCTC Planning Services	\$ 54,442
Local Agency Planning	\$ 12,956
Street & Road Projects	\$4,486,537.49

C) County of Madera

Amtrak	\$ 23,506
MCC	\$ 148,417
Pedestrian & Bicycle Projects	\$ 798,572
MCTC Planning Services	\$ 66,878
Street & Road Projects	\$ 1,972,350.66
Unallocated	\$ 0

The foregoing resolution was adopted this 23rd day of June 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Robert Poythress	_____
Commissioner Cece Gallegos	_____
Commissioner Brett Frazier	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

<p>In the matter of ALLOCATION OF FY 2020-21 STATE TRANSIT ASSISTANCE FUND</p>	<p>Resolution No.: 20-09 Amendment No. 3</p>
---	---

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$849,924, a decrease of \$565,597 from the original allocation;

WHEREAS, the Madera County Transportation Commission has apportioned these funds to the City of Chowchilla, City of Madera, and the County of Madera for the provision of Transit Operations and Transit Planning, and has invited applications for proposed uses of these funds; and

WHEREAS, the City of Chowchilla, the City of Madera, and the County of Madera submitted its applications recognizing the State Controller’s allocated amount;

WHEREAS, the agencies have complied by submitting appropriate documents detailing those projects and have sought authority to proceed; and

WHEREAS, priority consideration has been given to claims to enhance existing public transportation services, and to meet high priority regional, county-wide, or area-wide public transportation needs; and

WHEREAS, the sum of each of the three entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

WHEREAS, the County of Madera has requested to carry over funds from FYs 2018-19 and 2019-20 and reallocate its apportionment;

NOW, THEREFORE, LET IT BE RESOLVED, that the County Auditor shall establish the following reserves and pay out the State Transit Assistance Fund in the amount listed for the transit projects shown below:

CLAIMANT	2020-21 STA
City of Chowchilla	
CATX	\$ 83,388

City of Madera		
Madera Metro, DAR, Intermodal		\$ 346,284
County of Madera		
MCC		\$ 536,159.60

The foregoing resolution was adopted this 23rd day of June 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Robert Poythress	_____
Commissioner Cece Gallegos	_____
Commissioner Brett Frazier	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

ADA Public Notice and Grievance Procedure – Resolution 21-10

Enclosure: Yes

Action: Adopt Resolution 21-10 accepting the Grievance Procedure and Form, and the Public Notice as required by the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973

SUMMARY:

The primary intent of the ADA/Section 504 is to eliminate discrimination against individuals with disabilities and to integrate such individuals into the mainstream of society with respect to employment, public accommodations, communications, and transportation.

Under ADA Title II/Section 504, public agencies are prohibited from excluding or denying individuals with disabilities services, programs, or activities and are asked to look at reasonable accommodations to meet these standards. Public agencies are required to maintain policies and procedures to prohibit discrimination against qualified individuals involving all their services, policies, programs, and practices. The regulations implementing the ADA require public entities to adopt and publish a grievance procedure setting forth a process for prompt and equitable resolution of complaints alleging any action that would be prohibited by the ADA or its regulations. Such procedures are also consistent with Section 504 and its implementing regulations.

To comply with the ADA/Section 504 requirements and current standards, MCTC will implement the following:

A. Grievance Procedure and Form:

The Grievance Procedure summarizes and notifies the public of how and where to file a complaint of an alleged violation by MCTC of the ADA/Section 504 and informs the members of the public how and when MCTC will respond to that complaint. The Grievance Form provides a standardized form for members of the public to submit complaints to MCTC.

B. Public Notice:

The Public Notice summarizes MCTC's responsibilities under the ADA/Section 504 to avoid discrimination against individuals with disabilities with respect to access to MCTC's services, programs, or activities, as well as with respect to employment in MCTC. The Notice alerts the public how to request a disability accommodation and informs the public how to lodge a complaint of an alleged violation of the ADA/Section 504 by MCTC.

This procedure and form are consistent with the Rehabilitation Act of 1973, Section 504 requirements, and Americans with Disabilities Act.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), The Madera County Transportation Commission will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The Madera County Transportation Commission does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: The Madera County Transportation Commission will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Madera County Transportation Commission's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The Madera County Transportation Commission will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the Madera County Transportation Commission offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Madera County Transportation Commission, should contact the office of Sandy Ebersole at (559) 675-0721 or sandy@maderactc.org as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Madera County Transportation Commission to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Madera County Transportation Commission is not accessible to persons with disabilities should be directed to Sandy Ebersole at (559) 675-0721 or sandy@maderactc.org.

The Madera County Transportation Commission will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



Madera County Transportation Commission Grievance Procedure under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Madera County Transportation Commission. The Madera County Transportation Commission's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request. The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Sandy Ebersole
 ADA Coordinator
 2001 Howard Road, Suite 201
 Madera, CA 93637
 (559) 675-0721
sandy@maderactc.org

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Madera County Transportation Commission and offer options for substantive resolution of the complaint.

If the response by ADA Coordinator or designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Executive Director or her designee.

Within 15 calendar days after receipt of the appeal, the Executive Director or her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Executive Director or her designee will respond in writing,

and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by ADA Coordinator or designee, appeals to the Executive Director or her designee, and responses from these two offices will be retained by the Madera County Transportation Commission for at least three years.



MADERA COUNTY TRANSPORTATION COMMISSION
ADA COMPLAINT GRIEVANCE FORM

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship to Complainant (if different from Complainant): _____

Street Address and Apt No.: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Please provide a complete description of your complaint or grievance:

Please specify the location of your grievance (if applicable):

Please state what you think should be done to resolve the grievance:

Please attach additional pages as needed.

Signature: _____ Date: _____

Please return to: Madera County Transportation Commission ADA Coordinator
2001 Howard Road, Suite 201, Madera, CA 93637 Tel (559) 675-0721

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the ADA Coordinator at the address listed above.

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

In the matter of
**ADOPTING PUBLIC NOTICE AND GRIEVANCE
PROCEDURE IN COMPLIANCE WITH THE
AMERICANS WITH DISABILITIES ACT**

Resolution No.: **21-10**

WHEREAS, the Madera County Transportation Commission adopts the Grievance Procedure and Form, and the Public Notice for the Americans with Disabilities Act/Section 504 of the Rehabilitation Act of 1973 program implementation;

WHEREAS, the Madera County Transportation Commission desires to make provisions for the level of service commensurate with the needs of the disabled community; and

WHEREAS, the Madera County Transportation Commission Policy Board has reviewed the proposed Grievance Procedure, Grievance Form, and the Public Notice:

NOW THEREFORE, BE IT RESOLVED by the Madera County Transportation Commission Policy Board adopts Resolution **21-10** which includes the Grievance Procedure and Form, and Public Notice.

The foregoing resolution was adopted this 23rd day of June 2021 by the following vote:

- Commissioner Jose Rodriguez _____
- Commissioner Tom Wheeler _____
- Commissioner Waseem Ahmed _____
- Commissioner Brett Frazier _____
- Commissioner Cecelia Gallegos _____
- Commissioner Robert Poythress _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-E
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

MCTC Voluntary COVID Vaccination Policy and Declination Form

Enclosure: Yes

Action: Amend Employee Manual to include Voluntary COVID Vaccination Policy and Declination Form

SUMMARY:

In preparation for staff to return in person to the office, MCTC proposes to amend its Employee Manual to include a Voluntary COVID Vaccination Policy (Policy) and Declination Form.

The purpose of this Policy is to protect MCTC employees and their families and to help prevent the unnecessary spread of COVID-19 between employees, non-employees, and families.

The MCTC encourages all employees to receive the COVID-19 vaccine. MCTC employees who do not receive the COVID-19 vaccine continue to be at risk of contracting COVID-19 themselves and potentially causing other employees, customers, and guests, as well as their family members and friends, to become seriously ill or possibly die if they contract COVID-19 from you.

The Policy recommends that all MCTC employees receive the COVID-19 vaccine. Employees who opt not to receive a COVID-19 vaccination must complete and submit the COVID-19 Vaccination Declination Form (attached). If a staff member chooses to not accept the vaccine and/or chooses not to disclose the reason(s) why he or she is declining the vaccination, the MCTC and the management and supervisory staff of MCTC will not retaliate against, intimidate, or threaten any staff member for opting not to receive the vaccine and/or to disclose his or her reason for declining the vaccination. Further, the MCTC and the management and supervisory staff of the MCTC will not retaliate against any staff member for exercising any rights under any federal, state, or local laws or regulations.

In addition, MCTC will comply with state and Cal-OSHA guidance and rules when returning to the office.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

Madera County Transportation Commission

Voluntary COVID-19 Vaccination Policy

I. Purpose:

To help protect Madera County Transportation Commission (MCTC) employees and their families from acquiring COVID-19 and to help prevent the unnecessary spread of COVID-19 between employees, non-employees, and families, the MCTC has implemented this Voluntary COVID-19 Vaccination Policy (“Policy”).

The MCTC encourages all employees to receive the COVID-19 vaccine. MCTC employees who do not receive the COVID-19 vaccine continue to be at risk of contracting COVID-19 themselves and potentially causing other employees, customers, and guests, as well as their family members and friends, to become seriously ill or possibly die if they contract COVID-19 from you.

II. Definition:

Employees include all full-time, part-time, temporary, and seasonal employees.

III. Policy:

The MCTC recommends that all employees receive the COVID-19 vaccine. Employees who opt not to receive a COVID-19 vaccination must complete and submit the COVID-19 Vaccination Declination Form.

IV. Procedure:

A. Vaccines Available to All Employees

All employees are eligible to receive the COVID-19 vaccine through a third-party source. After receiving their vaccines, employees must provide written verification of vaccination to the MCTC by submitting documentation of the vaccination to Human Resources.

B. Exceptions to Vaccination

An employee should not receive the COVID-19 vaccine if the employee:

1. Has an allergy to the vaccine or any of its components or has other significant allergy issues that makes receiving the COVID-19 vaccine not medically recommended;
2. Has another medical condition that prevents the employee from receiving the COVID-19 vaccine; or
3. Has a sincerely held religious belief that prevents the employee from receiving vaccinations. Sincerely held religious beliefs do not include any personal opinions the employee may have concerning the COVID-19 vaccine or vaccines in general.

C. Vaccination Declination Procedures

All employees declining to receive the COVID-19 vaccination must fill out, sign, date and submit to MCTC's the COVID-19 Vaccination Declination Form.

D. New Employee Vaccinations

New employees who have not already received the COVID-19 vaccine according to the manufacturer's recommendations are encouraged to receive the COVID-19 vaccination, unless they submit a COVID-19 Vaccination Declination Form. New employees who have already received the COVID-19 vaccination from another source should submit their proof of vaccination and COVID-19 Vaccination Declination Form, indicating that they have received the vaccine previously.

E. Illness from Vaccination

Employees who experience side effects potentially attributable to the vaccine should report the side effects to their supervisor. All staff members who receive the COVID-19 vaccine and experience side effects causing them to miss work will be paid for all missed scheduled time working for MCTC due to bona fide illness attributable to the vaccine.

F. No Retaliation

If a staff member chooses to not receive the vaccine and/or chooses not to disclose the reason(s) why he or she is declining the vaccination, the MCTC and the management and supervisory staff of MCTC will not retaliate against, intimidate, or threaten any staff member for opting not to receive the vaccine and/or to disclose his or her reason for declining the vaccination.

Further, the MCTC and the management and supervisory staff of the MCTC will not retaliate against any staff member for exercising any rights under any federal, state, or local laws or regulations.

**MADERA COUNTY TRANSPORTATION
COMMISSION
COVID-19 VACCINATION DECLINATION FORM**

***RELEASE AND LIMITATION OF LIABILITY FOR
DECLINING TO RECEIVE THE COVID-19
VACCINE***

Sign and return this form only if you voluntarily opt not to receive the COVID-19 vaccine.

1. I understand that my exposure to people with COVID-19 puts me at risk of acquiring COVID-19. I also understand that if I have COVID-19, I can put my co-workers, MCTC customers and guests, and my family and friends at risk of contracting COVID-19.
2. I understand that those who contract COVID-19 may suffer serious illness, up to and including death, and that I can infect others with COVID-19 even if I am experiencing no symptoms.
3. I have been given the opportunity to receive the COVID-19 vaccine. I acknowledge that I understand the significant risks of not obtaining the vaccination, and despite this understanding, I decline to receive the COVID-19 vaccine.
4. I understand that by declining to receive the COVID-19 vaccine, I continue to be at risk of acquiring COVID-19 and that I may be required to work in a non-public setting and may be required to adhere to stricter protective health measures than those who obtain the COVID-19 vaccine, such as wearing a mask during working time and in all work areas.
5. I further understand that my refusal to receive a COVID-19 vaccine substantially increases the risk and likelihood that I may contract COVID-19.
6. I and my heirs and assigns hold the MCTC harmless and free from any liability for my voluntary decision to decline to receive the COVID-19 vaccine. I hereby release and discharge the MCTC, its officers, employees, volunteers, and agents from any and all claims, liability, losses, costs and expenses that I, my heirs, and/or my assigns may incur as a result of my declination to receive the COVID-19 vaccine.
7. Knowing these facts, I choose to decline COVID-19 vaccination at this time. This does not preclude me from choosing to receive the COVID-19 vaccine at a later time.
8. I have read and fully understand the information on this declination form.

Signature

Date

Printed Name



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-F

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Social Services Transportation Advisory Council (SSTAC) Member Appointment and Vacancies

Enclosure: No

Action: Appoint applicant to the Social Service Transportation Advisory Council

SUMMARY:

The Madera County Transportation Commission received an application for the Social Services Transportation Advisory Council (SSTAC) for the following vacancy:

1. Potential Transit User who is 60 Years or Older

Recommended Appointment:

Fern Facchino is a resident of Madera County District 5. She is the past President of the Ahwahnee Community Council. She is currently the President of the Friends of Ahwahnee Hills Regional Park and has belonged to the local Rotary Club for 29 years, serving as President in 2005 and 2010. She wishes to serve as a member of the SSTAC to help people in Madera County with their transportation issues.

Staff recommends that the MCTC Policy Board approve Fern Facchino's application to join the SSTAC. The term of appointment shall be for three years and may be renewed.

Current Vacancies:

There are current vacancies in the following categories:

- Two representatives of local social service providers for seniors, including one representative of a social service transportation provider if one exists.
- Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider if one exists.

Staff will continue to reach out and advertise to fill the remaining vacancies.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-G
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Report of Closed Session Item from May 19, 2021, Policy Board Meeting

Enclosure: No

Action: No action required

SUMMARY:

The MCTC Policy Board conducted a closed session at its May 19, 2021 meeting. The closed session item was as follows:

- A. *Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))*
- B. *Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Commission Negotiators: Chair Jose Rodriguez and Supervisor Brett Frazier
Employee: Patricia Taylor*

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

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 23, 2021

AGENDA ITEM: 7-H
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Award Contract – Lobbying and Intergovernmental Services

Enclosure: No

Action: Authorize staff to enter a contract with Khouri Consulting in the amount not to exceed \$60,000

SUMMARY:

The Madera County Transportation Commission at its April 21, 2021, Policy Board meeting, directed staff to develop a scope of services and prepare a request for proposal to discuss potential retention of a transportation lobbyist to represent the MCTC. The RFP was released in May 2021 and was included in your May 19, 2021, Policy Board meeting package.

Staff received six proposals, a scoring committee scored the proposals, according to the established criteria, and the results of the scoring are as follows:

1. Khouri Consulting – 82.25/100 (Proposal of \$5,000/mo., not to exceed \$60,000/yr.)
2. Politico Group – 78.75/100 (Proposal of \$2,500/mo., plus reimbursement for necessary and reasonable travel expenses)
3. California Advisors, LLC – 75.75/100 (Proposal of \$5,000/mo., plus special printing, and travel expenses)
4. Cruz Strategies / MGI Advocacy – 72.75/100 (Proposal of \$6,000/mo.)
5. Joe Gonsalves and Son – 61.62/100 (Proposal of \$4,000 plus travel outside of Sacramento)
6. MVM Strategy Group – 56.25/100 (Proposal of \$4,000/mo. Plus extra-ordinary travel, materials, copies, and postage)

Staff recommends MCTC Policy Board enter a contract not to exceed \$60,000 with Khouri Consulting beginning July 1, 2021.

This action is separate from the San Joaquin Valley Regional Policy Council federal and state lobbying contract which MCTC is committed to \$10,000.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.