



---

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**

July 21, 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/3174950192684153615>**

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

**You can also dial in using your phone**

**1 (914) 614-3429 or 1 (877) 309-2074 (Toll Free)**

**Access Code: 382-894-024**

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](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 **no later than 10:00 am on 7/21/2021**. 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. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 2 – (Type 1 – Administrative Modification)

**Enclosure:** Yes

**Action:** Ratify

4-B. Fiscal Year 2021-22 State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 21-11, adopting the FY 2021-22 SGR project list to be submitted in the amount of \$241,378

4-C. MCTC Submittal of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program – San Joaquin Valley SR 99 Safety and Congestion Mitigation Project



**Enclosure:** No

**Action:** Information and Discussion Only

4-D. Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-E. CalSTA Climate Action Plan for Transportation Infrastructure - Adopted

**Enclosure:** No

**Action:** Information and Discussion Only

4-F. California Federal Affairs – Partnership Letter

**Enclosure:** Yes

**Action:** Authorize MCTC to sign on to the California Federal Affairs – Partnership Letter

4-G. California Resilience Challenge - Statewide Request for Proposals for Climate Adaptation Projects

**Enclosure:** No

**Action:** Information and Discussion Only

4-H. Update on Office of Management and Budget (OMB) Proposed Change to Metropolitan Statistical Area (MSA) Threshold

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-I. AB 140 (Housing): New Budget Trailer Bill Language Summary of Regional Early Action Planning Grant Program for 2021 (REAP 2)

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-J. Update Expedited Project Selection Procedures (EPSP)

**Enclosure:** Yes

**Action:** Approve the Update to the Expedited Project Selection Procedures (EPSP)

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study - Final

**Enclosure:** Yes

**Action:** Accept the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study

[5-B.](#) 2021-22 Unmet Transit Needs, Social Services Transportation Advisory Council (SSTAC) Recommendation

**Enclosure:** Yes

**Action:** Approve the Social Service Transportation Advisory Council's 2021-22 Unmet Transit Needs findings by Resolution 21-12

[5-C.](#) Award Contract – Public Outreach Coordination for the 2022 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)

**Enclosure:** No

**Action:** Award contract to DKS Associates in an amount not to exceed \$100,000

## 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 – June 23, 2021

**Enclosure:** Yes

**Action:** Approve Minutes

[7-B.](#) Revised FY 2021-22 Member Assessment Fees

**Enclosure:** Yes

**Action:** Approve revised 2021-22 Member Assessment Fee Schedule

[7-C.](#) Transportation Development Act (LTF, STA) – FY 2021-22 Allocations, LTF Resolution 21-13, STA Resolution 21-14

**Enclosure:** Yes

**Action:** Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 21-13, STA Resolution 21-14

[7-D.](#) Social Services Transportation Advisory Council (SSTAC) Members Appointments and Vacancies

**Enclosure:** Yes

**Action:** Appoint applicants to the Social Service Transportation Advisory Council

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**NONE**

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

9-A. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2020: City of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2020

9-B. Measure T FY 2021-22 Draft Annual Work Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

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

10-A. Measure T Citizens’ Oversight Committee, Member Appointment

**Enclosure:** Yes

**Action:** Appoint Tim Riche to the Measure T Citizens’ Oversight Committee

**OTHER ITEMS**

**11. MISCELLANEOUS**

11-A. Items from Caltrans

11-B. Items from Staff

11-C. Items from Commissioners

**12. CLOSED SESSION**

**NONE**

**13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-A

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

---

**SUBJECT:**

MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 2 – (Type 1 – Administrative Modification)

**Enclosure:** Yes

**Action:** Ratify

**SUMMARY:**

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 2 to the 2021 FTIP on July 12, 2021. Federal and Federal approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Adds COVID-STIP revenue to the South Madera 6 Lane project in FY 21/22 ROW Phase; and
- Adds COVID-STIP revenue to Planning Programming and Monitoring in FY 21/22.

Amendment No. 2 to the 2021 FTIP may be found on the [MCTC Website](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 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

July 12, 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. 2 (Type 1 – Administrative Modification) to the 2021 Federal Transportation Improvement Program**

Dear Mr. Aljabiry:

Enclosed for your records is Amendment No. 2 (Type 1 - Administrative Modification) to the 2021 Federal Transportation Improvement Program (FTIP). Federal and State approval has been delegated to the MPO and are not 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. 2 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. 2.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2021 FTIP has been updated to include the project list as provided in Attachment 2. Additionally, the 2021 FTIP Amendment No. 2 addresses the following changes:
  - Adds COVID-STIP revenue to the South Madera 6 Lane project in FY 21/22.
  - Adds COVID-STIP revenue to Planning Programming and Monitoring in FY 21/22.

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

The MCTC Policy Board has delegated MPO approval of Type 1 – Administrative Amendments to its Executive Director in accordance with the revised FSTIP/FTIP Amendments and Administrative Modification Procedures dated December 18, 2019. The approved changes will not impact MCTC’s financial constraint or the region’s air quality conformity.

The administrative modification is described in the attachments listed below. Under this delegated authority, an administrative modification does not require Federal Highway Administration, Federal Transit Administration or Caltrans approval. This change is effective immediately, upon MCTC’s approval and is reflected as an administrative modification to California’s 2021 FSTIP and MCTC’s 2021 FTIP as of the date of this letter.

MCTC certifies that there are no projects in this Administrative Modification No. 2 included in any other amendments that are currently open for public review. An electronic copy of the amendment will be sent via email. Amendment No. 2 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](mailto: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. 2 (Administrative Modification, Type 1)

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 417003 221-0000-00243	South Madera 6 Lane	COST INCREASE	ROW	\$0	\$832,000	21/22	COVID-STIP	\$832,000	\$0	Per available COVID-STIP funds approved by CTC in June 2021.
			COST DECREASE	ROW	\$841,000	\$9,000	21/22	Local	(\$832,000)		
Existing	MAD 517005 121-0000-0065	Planning, Programming and Monitoring	COST INCREASE	CON	\$0	\$44,000	21/22	COVID-STIP	\$44,000	\$44,000	Per available COVID-STIP funds approved by CTC in June 2021.
			NO CHANGE	CON	\$0	\$0	21/22	Local	\$0		

	20/21	21/22	22/23	23/24	Totals
COVID-STIP	\$0	\$876,000	\$0	\$0	\$876,000
Local	\$0	(\$832,000)	\$0	\$0	(\$832,000)
<b>Total</b>	<b>\$0</b>	<b>\$44,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,000</b>

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

Item 4-4-A.

**Amended**

DIST: 06	PPNO: 6297	EA: 0H220	CTIPS ID: 121-0000-0243	TITLE (DESCRIPTION): South Madera 6 Lane (Near the city of Madera, from 0.7 mile north of Avenue 7 to Avenue 12. Widen from 4 to 6 lanes.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD417003		
COUNTY: Madera County	ROUTE: 99	PM: 1.700 / R7.500	EPA TABLE II or III EXEMPT CATEGORY		

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Anand Kapoor PHONE: (559) 243-3588 EMAIL: anand.kapoor@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
7	Active	04/22/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	2		5,500,000	12,873,000
6	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0		5,500,000	12,873,000
5	Official	12/14/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	21	169,627,000	5,500,000	12,873,000
4	Official	04/13/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13			12,873,000
3	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0			12,413,000
2	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0			3,000,000
1	Official	07/18/2012	DWINNING	Adoption - Carry Over	0			3,000,000

* IIP - Interregional Improvement Program		<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 5	PE	3,413,000		6,400,000						9,813,000
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Caltrans	CON									
	Total:	3,413,000		6,400,000						9,813,000

* State Bond -		<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 5	PE			3,060,000						3,060,000
* Fund Type: State Route 99 Corridor	RW									
* Funding Agency:	CON									
	Total:			3,060,000						3,060,000

* State SB1 -		<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 3 of 5	PE									
* Fund Type: Road Repair and Accountability Act of 2017	RW			4,659,000						4,659,000
* Funding Agency:	CON									
	Total:			4,659,000						4,659,000

* 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 4 of 5	PE									
* Fund Type: Local Measure	RW			9,000						9,000
* Funding Agency:	CON									
	Total:			9,000						9,000

* RIP -		<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 5 of 5	PE									
* Fund Type: COVID Relief Funds - STIP	RW			832,000						832,000
* Funding Agency:	CON									
	Total:			832,000						832,000

<b>Project Total:</b>		<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	3,413,000		9,460,000						12,873,000
	RW			5,500,000						5,500,000
	CON									
	Total:	3,413,000		14,960,000						18,373,000

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

Item 4-4-A.

Comments:

\*\*\*\*\* Version 7 - 04/21/2021 \*\*\*\*\*  
2021 FTIP  
2018 RTP Table 5-2  
CON is estimated at \$169,627,000  
Caltrans estimated total project cost is \$188,000,000.  
\*\*\*\*\* DFTIP Version 1 - 09/22/2020\*\*\*\*\*  
\*\*\*\*\* Version 4 - 04/08/2020 \*\*\*\*\*  
Caltrans estimated total project cost is \$187,913,000.  
\*\*\*\*\* Version 1 - 04/06/18 \*\*\*\*\*  
Project data transfered from 2018 STIP.  
\*\*\*\*\* VERSION 4 - 04/05/2018 \*\*\*\*\*  
\*\*\*\*\* RTIP VERSION 3 - 01/16/2018 \*\*\*\*\*  
Adoption carry over. ? aa  
\*\*\*\*\* Version 3 - 05/31/16 \*\*\*\*\*  
\*\*\*\*\* RTIP Version 1 - 12/10/2015 \*\*\*\*\*  
Adoption delete (removed RIP funding) per Staff Recommendations. - aa/ez  
Adoption carry over per 10/26/15 PPR. - aa  
\*\*\*\*\* Version 2 - 03/24/14 \*\*\*\*\*  
Carried over from 2012 STIP and updated per 2014 STIP Adoption Resolution G-14-06 - rw  
\*\*\*\*\* Version 1 - 04/12/12 \*\*\*\*\*  
New project per 2012 STIP Adoption Resolution G-12-05 - rw

Amended

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

Item 4-4-A.

**Amended**

DIST: 06	PPNO: 6L05	EA:	CTIPS ID: 121-0000-0065	TITLE (DESCRIPTION): Planning, Programming and Monitoring (Planning, Programming and Monitoring.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: 0614000227			MPO ID.: MAD517005		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Madera County Transportation Commission  
PROJECT MANAGER: Patricia Taylor PHONE: (559) 675-0721 EMAIL: patricia@maderactc.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
16	Active	07/08/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	2	2,585,000		
15	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	2,541,000		
14	Official	04/13/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13	2,541,000		
13	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	2,425,000		
12	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	2,149,000		
11	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0	2,149,000		
10	Official	07/18/2012	DWINNING	Adoption -	0	600,000		
9	Official	07/18/2012	DWINNING	Adoption - Carry Over	0	350,000		
8	Official	07/21/2010	DWINNING	Adoption - Carry Over	0	1,438,000		

* RIP - Funds for PPM - RIP		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: State Cash	CON	2,149,000	79,000	78,000	78,000	78,000	79,000			2,541,000
* Funding Agency: Madera County Transportation Commission	Total:	2,149,000	79,000	78,000	78,000	78,000	79,000			2,541,000

* RIP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: COVID Relief Funds - STIP	CON			44,000						44,000
* Funding Agency:	Total:			44,000						44,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	2,149,000	79,000	122,000	78,000	78,000	79,000			2,585,000
	Total:	2,149,000	79,000	122,000	78,000	78,000	79,000			2,585,000

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

Item 4-4-A.

Comments:

\*\*\*\*\* Version 16 - 07/01/2021 \*\*\*\*\*  
2021 FTIP  
2020 STIP  
\*\*\*\*\* Version 1 - 03/23/20 \*\*\*\*\*  
Project data transferred from 2018 STIP.  
\*\*\*\*\* Version 31 - 05/29/2019 \*\*\*\*\*  
CTC approved an allocation of \$120k RIP Con FY 18/19. ? aa  
\*\*\*\*\* Version 30 - 06/29/2018 \*\*\*\*\*  
CTC approved an allocation of \$120k RIP Con FY 17/18. - aa  
\*\*\*\*\* VERSION 29 - 04/05/2018 \*\*\*\*\*  
\*\*\*\*\* RTIP VERSION 28 - 03/15/2018 \*\*\*\*\*  
\*\*\*\*\* Version 28 - 05/31/16 \*\*\*\*\*  
\*\*\*\*\* RTIP Version 1 - 05/23/2016 \*\*\*\*\*  
Adoption carry over per Staff Recommendations. - aa  
\*\*\*\*\* Version 27 - 05/19/2016 \*\*\*\*\*  
CTC approved an allocation of \$87k RIP Con FY 15/16.-aa  
\*\*\*\*\* Version 26 - 05/21/2015 \*\*\*\*\*  
CTC approved an allocation of \$87k RIP Con FY 14/15.-aa  
\*\*\*\*\* Version 25 - 06/17/2014 \*\*\*\*\*  
CTC approved an allocation of \$88k RIP CON FY 13/14 per Resolution FP-13-66. Previous Project ID 0612000298. -gv  
\*\*\*\*\* Version 24 - 03/24/14 \*\*\*\*\*  
Carried over from 2012 STIP and updated per 2014 STIP Adoption Resolution G-14-06 - rw  
\*\*\*\*\* Version 23 - 04/30/2013 \*\*\*\*\*  
CTC approved an allocation of \$88k RIP CON FY 12/13.-gv  
\*\*\*\*\* Version 22 - 06/21/2012 \*\*\*\*\*  
CTC approved an allocation of \$200k RIP CON FY 11/12. -gv  
\*\*\*\*\* Version 21 - 04/12/12 \*\*\*\*\*  
Carried over from 2010 STIP and updated per 2012 STIP Adoption Resolution G-12-05 - rw  
\*\*\*\*\* Version 20 - 10/01/2010 \*\*\*\*\*  
CTC approves allocation of \$200k RIP, CON FY 10/11 per resolution FP-10-10, on 9/23/10. -lh  
\*\*\*\*\* Version 19 - 06/15/10 \*\*\*\*\*  
Carried over from 2008 STIP and updated per 2010 STIP Adoption Resolution G-10-13 - rw  
\*\*\*\*\* Version 18 - 08/12/2009 \*\*\*\*\*  
8/12/09 - CTC allocation of \$200,000 RIP CON FY 09/10 per Resolution FP-09-04 on 8/13/09. jp  
\*\*\*\*\* Version 17 - 07/11/2008 \*\*\*\*\*  
7/11/08 - CTC allocation of \$150k RIP CON FY 08/09 per Resolution FP-08-04 on 7/24/08. THIS ALLOCATION MAY BE RESCINDED IN THE EVENT THAT THE 2008-09 BUDGET DOES NOT HAVE SUFFICIENT REVENUE TO FUND THE 2008 STIP. jp  
\*\*\*\*\* Version 16 - 06/13/08 \*\*\*\*\*  
Carried over from 2006 STIP and updated per 2008 STIP Adoption Resolution G-08-08 - rw  
\*\*\*\*\* Version 15 - 09/18/2007 \*\*\*\*\*  
9/18/07 - CTC allocated \$150k for CON 07/08 per Resolution FP-07-24 on 09/20/07 - ny  
\*\*\*\*\* Version 14 - 06/28/07 \*\*\*\*\*  
Copied from 2006 STIP. Updated funding per 5/17/07 CTC staff recs - rw  
\*\*\*\*\* Version 13 - 07/10/2006 \*\*\*\*\*  
07/10/06 CTC allocation of \$27k FY 06/07 RIP CON per resolution FP-06-08, on 07/20/06. -lan  
\*\*\*\*\* Version 12 - 06/13/06 \*\*\*\*\*  
05/22/06 Delay \$10k RIP CON from FY 08/09 to 09/10, add \$28k RIP CON to FY 09/10 and \$38k RIP CON to FY 10/11.  
\*\*\*\*\* Version 11 - 08/22/2005 \*\*\*\*\*  
08/22/05 CTC allocation of \$27k FY 05/06 CON per resolution FP-05-19, on 08/18/05. -ln  
\*\*\*\*\* Version 10 - 08/05/04 \*\*\*\*\*  
07/14/04 Unprogram \$705k CON from project. -lan  
\*\*\*\*\* Version 9 - 03/02/2004 \*\*\*\*\*  
03/02/04 CTC allocation of \$100k FY 03/04 CON per resolution FP-03-36, on 02/26/04. -rdj  
\*\*\*\*\* Version 8 - 07/23/2003 \*\*\*\*\*  
07/23/03 Request for CTC allocation of \$151k in FY 03/04 moved to pending allocation list. -rdj/SN  
\*\*\*\*\* Version 7 - 08/28/2002 \*\*\*\*\*  
08/28/2002 Delegated Allocation dated 07/01/2002 per resolution G-01-11 for CON \$150K. Loc Asst project number PPM036138(015).  
05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002  
\*\*\*\*\* Version 6 - 04/10/02 \*\*\*\*\*  
04/18/02 Updated RIP fund type to ST-CASH. -rdj  
04/02/02 Updated funding and Verified amounts, matches CTC staff recs- rdj  
\*\*\*\*\* Version 5 - 09/07/2001 \*\*\*\*\*  
Delegated allocation 6/27/01 CON @ \$85k. Reported to CTC 8/22/01 mtg. pt  
  
\*\*\*\*\* Prior Versions \*\*\*\*\*  
7/31/98-new/98 RTIP data input sheet/mr-jc  
9/14/98-Add Vote/2.5j of July CTC-jc  
RTIP Augmentation CTC Res. G-99-07 increased \$ - pt  
8/26/99 OLP Deleg Alloc 99/00-66 PPM99-6138(005) eff 8/24/99 Con @\$56k. --SN  
8/31/00 OLP Deleg Alloc 00/01-14 PPM00-6138(009) eff 7/1/00 Con @\$56k.pt  
12/8/00 Added new RIP \$ from 2000 RTIP. pt

Amended

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

Item 4-4-A.

**Prior**

DIST: 06	PPNO: 6297	EA: 0H220	CTIPS ID: 121-0000-0243	TITLE (DESCRIPTION): South Madera 6 Lane (Near the city of Madera, from 0.7 mile north of Avenue 7 to Avenue 12. Widen from 4 to 6 lanes.)	MPO Aprv: 02/17/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021
CT PROJECT ID:				MPO ID.: MAD417003	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Madera County	ROUTE: 99	PM: 1.700 / R7.500			

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Anand Kapoor PHONE: (559) 243-3588 EMAIL: anand.kapoor@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
7	Active	04/22/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	2		5,500,000	12,873,000
6	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0		5,500,000	12,873,000
5	Official	12/14/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	21	169,627,000	5,500,000	12,873,000
4	Official	04/13/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13			12,873,000
3	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0			12,413,000
2	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0			3,000,000
1	Official	07/18/2012	DWINNING	Adoption - Carry Over	0			3,000,000

* IIP - Interregional Improvement Program		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 4	PE	3,413,000		6,400,000						9,813,000
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Caltrans	CON									
	Total:	3,413,000		6,400,000						9,813,000

* State Bond -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 4	PE			3,060,000						3,060,000
* Fund Type: State Route 99 Corridor	RW									
* Funding Agency:	CON									
	Total:			3,060,000						3,060,000

* State SB1 -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 4	PE									
* Fund Type: Road Repair and Accountability Act of 2017	RW			4,659,000						4,659,000
* Funding Agency:	CON									
	Total:			4,659,000						4,659,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
* Fund Type: Local Measure	RW			841,000						841,000
* Funding Agency:	CON									
	Total:			841,000						841,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	3,413,000		9,460,000						12,873,000
	RW			5,500,000						5,500,000
	CON									
	Total:	3,413,000		14,960,000						18,373,000

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

Item 4-4-A.

Comments:

2021 FTIP  
2018 RTP Table 5-2  
CON is estimated at \$169,627,000  
Caltrans estimated total project cost is \$188,000,000.  
\*\*\*\*\* DFTIP Version 1 - 09/22/2020\*\*\*\*\*  
\*\*\*\*\* Version 4 - 04/08/2020 \*\*\*\*\*  
Caltrans estimated total project cost is \$187,913,000.  
\*\*\*\*\* Version 1 - 04/06/18 \*\*\*\*\*  
Project data transferred from 2018 STIP.  
\*\*\*\*\* VERSION 4 - 04/05/2018 \*\*\*\*\*  
\*\*\*\*\* RTIP VERSION 3 - 01/16/2018 \*\*\*\*\*  
Adoption carry over. ? aa  
\*\*\*\*\* Version 3 - 05/31/16 \*\*\*\*\*  
\*\*\*\*\* RTIP Version 1 - 12/10/2015 \*\*\*\*\*  
Adoption delete (removed RIP funding) per Staff Recommendations. - aa/ez  
Adoption carry over per 10/26/15 PPR. - aa  
\*\*\*\*\* Version 2 - 03/24/14 \*\*\*\*\*  
Carried over from 2012 STIP and updated per 2014 STIP Adoption Resolution G-14-06 - rw  
\*\*\*\*\* Version 1 - 04/12/12 \*\*\*\*\*  
New project per 2012 STIP Adoption Resolution G-12-05 - rw

Prior

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

Item 4-4-A.

DIST: 06	PPNO: 6L05	EA:	CTIPS ID: 121-0000-0065	TITLE (DESCRIPTION): Planning, Programming and Monitoring (Planning, Programming and Monitoring.)	MPO Aprv: 02/17/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021	<b>Prior</b>
CT PROJECT ID: 0614000227			MPO ID.: MAD517005			
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY	

IMPLEMENTING AGENCY: Madera County Transportation Commission  
PROJECT MANAGER: Patricia Taylor      PHONE: (559) 675-0721      EMAIL: patricia@maderactc.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

						<i>(Dollars in whole)</i>			
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>	
16	Active	07/01/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	2	2,541,000			
15	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	2,541,000			
14	Official	04/13/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13	2,541,000			
13	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	2,425,000			
12	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	2,149,000			
11	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0	2,149,000			
10	Official	07/18/2012	DWINNING	Adoption -	0	600,000			
9	Official	07/18/2012	DWINNING	Adoption - Carry Over	0	350,000			
8	Official	07/21/2010	DWINNING	Adoption - Carry Over	0	1,438,000			

* RIP - Funds for PPM - RIP		<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 1	PE									
* Fund Type: State Cash	RW									
	CON	2,149,000	79,000	78,000	78,000	78,000	79,000			2,541,000
* Funding Agency: Madera County Transportation Commission	Total:	2,149,000	79,000	78,000	78,000	78,000	79,000			2,541,000



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

Item 4-4-A.

Comments:

2021 FTIP  
2020 STIP  
\*\*\*\*\* Version 1 - 03/23/20 \*\*\*\*\*  
Project data transferred from 2018 STIP.  
\*\*\*\*\* Version 31 - 05/29/2019 \*\*\*\*\*  
CTC approved an allocation of \$120k RIP Con FY 18/19. ? aa  
\*\*\*\*\* Version 30 - 06/29/2018 \*\*\*\*\*  
CTC approved an allocation of \$120k RIP Con FY 17/18. - aa  
\*\*\*\*\* VERSION 29 - 04/05/2018 \*\*\*\*\*  
\*\*\*\*\* RTIP VERSION 28 - 03/15/2018 \*\*\*\*\*  
\*\*\*\*\* Version 28 - 05/31/16 \*\*\*\*\*  
\*\*\*\*\* RTIP Version 1 - 05/23/2016 \*\*\*\*\*  
Adoption carry over per Staff Recommendations. - aa  
\*\*\*\*\* Version 27 - 05/19/2016 \*\*\*\*\*  
CTC approved an allocation of \$87k RIP Con FY 15/16.-aa  
\*\*\*\*\* Version 26 - 05/21/2015 \*\*\*\*\*  
CTC approved an allocation of \$87k RIP Con FY 14/15.-aa  
\*\*\*\*\* Version 25 - 06/17/2014 \*\*\*\*\*  
CTC approved an allocation of \$88k RIP CON FY 13/14 per Resolution FP-13-66. Previous Project ID 0612000298. -gv  
\*\*\*\*\* Version 24 - 03/24/14 \*\*\*\*\*  
Carried over from 2012 STIP and updated per 2014 STIP Adoption Resolution G-14-06 - rw  
\*\*\*\*\* Version 23 - 04/30/2013 \*\*\*\*\*  
CTC approved an allocation of \$88k RIP CON FY 12/13.-gv  
\*\*\*\*\* Version 22 - 06/21/2012 \*\*\*\*\*  
CTC approved an allocation of \$200k RIP CON FY 11/12. -gv  
\*\*\*\*\* Version 21 - 04/12/12 \*\*\*\*\*  
Carried over from 2010 STIP and updated per 2012 STIP Adoption Resolution G-12-05 - rw  
\*\*\*\*\* Version 20 - 10/01/2010 \*\*\*\*\*  
CTC approves allocation of \$200k RIP, CON FY 10/11 per resolution FP-10-10, on 9/23/10. -lh  
\*\*\*\*\* Version 19 - 06/15/10 \*\*\*\*\*  
Carried over from 2008 STIP and updated per 2010 STIP Adoption Resolution G-10-13 - rw  
\*\*\*\*\* Version 18 - 08/12/2009 \*\*\*\*\*  
8/12/09 - CTC allocation of \$200,000 RIP CON FY 09/10 per Resolution FP-09-04 on 8/13/09. jp  
\*\*\*\*\* Version 17 - 07/11/2008 \*\*\*\*\*  
7/11/08 - CTC allocation of \$150K RIP CON FY 08/09 per Resolution FP-08-04 on 7/24/08. THIS ALLOCATION MAY BE RESCINDED IN THE EVENT THAT THE 2008-09 BUDGET DOES NOT  
HAVE SUFFICIENT REVENUE TO FUND THE 2008 STIP. jp  
\*\*\*\*\* Version 16 - 06/13/08 \*\*\*\*\*  
Carried over from 2006 STIP and updated per 2008 STIP Adoption Resolution G-08-08 - rw  
\*\*\*\*\* Version 15 - 09/18/2007 \*\*\*\*\*  
9/18/07 - CTC allocated \$150k for CON 07/08 per Resolution FP-07-24 on 09/20/07 - ny  
\*\*\*\*\* Version 14 - 06/28/07 \*\*\*\*\*  
Copied from 2006 STIP. Updated funding per 5/17/07 CTC staff recs - rw  
\*\*\*\*\* Version 13 - 07/10/2006 \*\*\*\*\*  
07/10/06 CTC allocation of \$27k FY 06/07 RIP CON per resolution FP-06-08, on 07/20/06. -lan  
\*\*\*\*\* Version 12 - 06/13/06 \*\*\*\*\*  
05/22/06 Delay \$10k RIP CON from FY 08/09 to 09/10, add \$28k RIP CON to FY 09/10 and \$38k RIP CON to FY 10/11.  
\*\*\*\*\* Version 11 - 08/22/2005 \*\*\*\*\*  
08/22/05 CTC allocation of \$27k FY 05/06 CON per resolution FP-05-19, on 08/18/05. -ln  
\*\*\*\*\* Version 10 - 08/05/04 \*\*\*\*\*  
07/14/04 Unprogram \$705k CON from project. -lan  
\*\*\*\*\* Version 9 - 03/02/2004 \*\*\*\*\*  
03/02/04 CTC allocation of \$100k FY 03/04 CON per resolution FP-03-36, on 02/26/04. -rdj  
\*\*\*\*\* Version 8 - 07/23/2003 \*\*\*\*\*  
07/23/03 Request for CTC allocation of \$151k in FY 03/04 moved to pending allocation list. -rdj/SN  
\*\*\*\*\* Version 7 - 08/28/2002 \*\*\*\*\*  
08/28/2002 Delegated Allocation dated 07/01/2002 per resolution G-01-11 for CON \$150K. Loc Asst project number PPM036138(015).  
05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002  
\*\*\*\*\* Version 6 - 04/10/02 \*\*\*\*\*  
04/18/02 Updated RIP fund type to ST-CASH. -rdj  
04/02/02 Updated funding and Verified amounts, matches CTC staff recs- rdj  
\*\*\*\*\* Version 5 - 09/07/2001 \*\*\*\*\*  
Delegated allocation 6/27/01 CON @ \$85k. Reported to CTC 8/22/01 mtg. pt  
  
\*\*\*\*\* Prior Versions \*\*\*\*\*  
7/31/98-new/98 RTIP data input sheet/mr-jc  
9/14/98-Add Vote/2.5j of July CTC-jc  
RTIP Augmentation CTC Res. G-99-07 increased \$ - pt  
8/26/99 OLP Deleg Alloc 99/00-66 PPM99-6138(005) eff 8/24/99 Con @\$56k. --SN  
8/31/00 OLP Deleg Alloc 00/01-14 PPM00-6138(009) eff 7/1/00 Con @\$56k.pt  
12/8/00 Added new RIP \$ from 2000 RTIP. pt

Prior

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

TABLE 1: REVENUE

MADERA COUNTY TRANSPORTATION COMMISSION  
 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
 Amendment 2  
 (\$'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. 1	Current No. 2	Prior No. 1	Current No. 2	Prior No. 1	Current No. 2	Prior No. 1	Current No. 2	
<b>LOCAL</b>										
Sales Tax										
City										
County										
Gas Tax										
Gas Tax (Subventions to Cities)										
Gas Tax (Subventions to Counties)										
Other Local Funds		\$82,312	\$82,312	\$2,645	\$2,645	\$2,215	\$2,215	\$2,414	\$2,414	\$89,586
County General Funds		\$2,767	\$2,767	\$539	\$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)										
<b>Local Total</b>		<b>\$82,312</b>	<b>\$82,312</b>	<b>\$2,645</b>	<b>\$2,645</b>	<b>\$2,215</b>	<b>\$2,215</b>	<b>\$2,414</b>	<b>\$2,414</b>	<b>\$89,586</b>
<b>REGIONAL</b>										
Tolls										
Bridge										
Corridor										
Regional Sales Tax				\$2,041	\$1,209	\$2,350	\$2,350			\$3,559
Other (See Appendix 2)										
<b>Regional Total</b>				<b>\$2,041</b>	<b>\$1,209</b>	<b>\$2,350</b>	<b>\$2,350</b>			<b>\$3,559</b>
<b>STATE</b>										
State Highway Operations and Protection Program (SHOPP) <sup>1</sup>		\$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) <sup>1</sup>		\$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) <sup>1</sup>										
Highway Maintenance (HM) Program <sup>1</sup>										
Highway Bridge Program (HBP) <sup>1</sup>		\$321	\$321					\$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
<b>State Total</b>		<b>\$42,685</b>	<b>\$42,685</b>	<b>\$17,064</b>	<b>\$17,064</b>	<b>\$17,556</b>	<b>\$17,556</b>	<b>\$40,026</b>	<b>\$40,026</b>	<b>\$117,331</b>
<b>FEDERAL TRANSIT</b>										
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	\$701	\$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)										
<b>Federal Transit Total</b>		<b>\$3,089</b>	<b>\$3,089</b>	<b>\$2,900</b>	<b>\$2,900</b>	<b>\$2,552</b>	<b>\$2,552</b>	<b>\$2,322</b>	<b>\$2,322</b>	<b>\$10,863</b>
<b>FEDERAL HIGHWAY</b>										
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	\$20,300					\$31,784
Federal Lands Transportation Program										
GARVEE Bonds Debt Service Payments										
Highway Infrastructure Program (HIP)		\$1,103	\$1,103	\$130	\$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	\$1,604					\$1,654
<b>Federal Highway Total</b>		<b>\$17,661</b>	<b>\$17,661</b>	<b>\$26,486</b>	<b>\$27,362</b>	<b>\$2,042</b>	<b>\$2,042</b>	<b>\$2,041</b>	<b>\$2,041</b>	<b>\$49,106</b>
<b>FEDERAL RAIL</b>										
Other Federal Railroad Administration (see Appendix 6)										
<b>Federal Railroad Administration Total</b>										
<b>Federal Total</b>		<b>\$20,750</b>	<b>\$20,750</b>	<b>\$29,386</b>	<b>\$30,262</b>	<b>\$4,594</b>	<b>\$4,594</b>	<b>\$4,363</b>	<b>\$4,363</b>	<b>\$59,969</b>
<b>INNOVATIVE FINANCE</b>										
TIFIA (Transportation Infrastructure Finance and Innovation Act)										
Other (See Appendix 7)										
<b>Innovative Financing Total</b>										
<b>REVENUE TOTAL</b>		<b>\$145,747</b>	<b>\$145,747</b>	<b>\$51,136</b>	<b>\$51,180</b>	<b>\$26,715</b>	<b>\$26,715</b>	<b>\$46,803</b>	<b>\$46,803</b>	<b>\$270,445</b>

Financial Summary Notes:  
<sup>1</sup> State Programs that include both State and Federal funds  
<sup>4</sup> CMAQ - Additional \$693,274 Loan Repayment from TCAG FY 21  
<sup>5</sup> CMAQ - Additional \$800,000 Loan Repayment from SACOG FY 21  
<sup>6</sup> CMAQ - Additional \$878,540 Loan Repayment from SACOG FY 22  
<sup>7</sup> CMAQ - Additional \$2,406,812 Loan Repayment from SANDAG FY 22  
<sup>8</sup> CMAQ - Additional \$1,500,000 Loan Repayment from SJCOG FY 21  
<sup>9</sup> Toll Credits in use  
<sup>0</sup> STBG/RSTP Funds are exchanged

TABLE 1: REVENUE - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION  
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment 2  
(\$'s in 1,000)

Appendix 1 - Local Other



Appendix 2 - Regional Other



Appendix 3 - State Other

Transit and Intercity Rail Capital Program (TIRCP)	\$6,415	\$6,415	\$2,695	\$2,695	\$17,478	\$17,478	\$23,414	\$23,414	

Appendix 4 - Federal Transit Other



Appendix 5 - Federal Highway Other

Tribal Transportation Program (TPP)	\$50	\$50							
Coronavirus Response and Relief Supplemental Appropriations Act (C									

Appendix 6 - Federal Railroad Administration Other



Appendix 7 - Innovative Other

Innovative Other Total									

TABLE 2: PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION  
 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
 Amendment 2  
 (\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2021		FY 2022		FY 2023		FY 2024		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 1	Current No. 2	Prior No. 1	Current No. 2	Prior No. 1	Current No. 2	Prior No. 1	Current No. 2	
LOCAL	Local Total		\$82,312	\$82,312	\$2,645	\$2,645	\$2,215	\$2,215	\$2,414	\$2,414	\$89,586
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax				\$2,041	\$1,209	\$2,350	\$2,350			\$3,559
	Other (See Appendix A)										
	Regional Total				\$2,041	\$1,209	\$2,350	\$2,350			\$3,559
STATE	State Highway Operations and Protection Program (SHOPP) <sup>1</sup>		\$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) <sup>1</sup>		\$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 <sup>1</sup>										
	Highway Maintenance (HM) Program <sup>1</sup>										
	Highway Bridge Program (HBP) <sup>1</sup>		\$321	\$321					\$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		\$42,685	\$42,685	\$17,064	\$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	\$701	\$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	\$2,900	\$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	\$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		\$876					\$926
	Federal Highway Total		\$17,630	\$17,630	\$25,494	\$26,370	\$1,994	\$1,994	\$2,033	\$2,033	\$48,027
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$20,719	\$20,719	\$28,394	\$29,270	\$4,546	\$4,546	\$4,355	\$4,355	\$58,890
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$145,716	\$145,716	\$50,144	\$50,188	\$26,667	\$26,667	\$46,795	\$46,795	\$269,366

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

TABLE 2: PROGRAMMED - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION  
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment 2  
(\$'s in 1,000)

Appendix A - Regional Other

Table with 10 columns and 10 rows. The first row is a header row with a shaded background. The remaining 9 rows are empty.

Appendix B - State Other

Table with 10 columns and 10 rows. The first row is a header row with a shaded background. The second row contains data: 'Transit and Intercity Rail Capital Program (TIRCP)' with values \$6,415, \$2,695, \$17,478, and \$23,414. The remaining 8 rows are empty.

Appendix C - Federal Transit Other

Table with 10 columns and 10 rows. The first row is a header row with a shaded background. The remaining 9 rows are empty.

Appendix D - Federal Highway Other

Table with 10 columns and 10 rows. The first row is a header row with a shaded background. The second row contains data: 'Tribal Transportation Program (TPP)' with values \$50 and \$50. The remaining 8 rows are empty.

Appendix E - Federal Railroad Administration Other

Table with 10 columns and 10 rows. The first row is a header row with a shaded background. The remaining 9 rows are empty.

Appendix F - Innovative Finance Other

Table with 10 columns and 10 rows. The first row is a header row with a shaded background. The last row is labeled 'Innovative Other Total'.

TABLE 3: REVENUE-PROGRAMMED

**MADERA COUNTY TRANSPORTATION COMMISSION**  
**2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment 2**  
**(\$'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. 1	No. 2	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2	
LOCAL	<b>Local Total</b>									
	<b>Tolls</b>									
REGIONAL	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	<b>Regional Total</b>									
STATE	<b>State Highway Operations and Protection Program (SHOPP) <sup>1</sup></b>									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	<b>State Transportation Improvement Program (STIP) <sup>1</sup></b>									
	STIP									
	STIP Prior									
	<b>State Bond</b>									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program <sup>1</sup>									
	Highway Maintenance (HM) Program <sup>1</sup>									
	Highway Bridge Program (HBP) <sup>1</sup>									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
<b>State Total</b>										
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
<b>Federal Transit Total</b>										
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$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					\$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					\$728	
<b>Federal Highway Total</b>	<b>\$31</b>	<b>\$31</b>	<b>\$992</b>	<b>\$992</b>	<b>\$48</b>	<b>\$48</b>	<b>\$8</b>	<b>\$8</b>	<b>\$1,079</b>	
FEDERAL RAIL	Other Federal Railroad Administration									
	<b>Federal Railroad Administration Total</b>									
	<b>Federal Total</b>	<b>\$31</b>	<b>\$31</b>	<b>\$992</b>	<b>\$992</b>	<b>\$48</b>	<b>\$48</b>	<b>\$8</b>	<b>\$8</b>	<b>\$1,079</b>
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	<b>Innovative Financing Total</b>									
<b>REVENUE - PROGRAM TOTAL</b>		<b>\$31</b>	<b>\$31</b>	<b>\$992</b>	<b>\$992</b>	<b>\$48</b>	<b>\$48</b>	<b>\$8</b>	<b>\$8</b>	<b>\$1,079</b>



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-B

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

**SUBJECT:**

Fiscal Year 2021-22 State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 21-11, adopting the FY 2021-22 SGR project list to be submitted in the amount of \$241,378

**SUMMARY:**

Established by Senate Bill 1, the State Transit Assistance-State of Good Repair (STA-SGR) Program provides approximately \$105 million annually to eligible recipients for transit maintenance, rehabilitation, and capital projects that keep the public transit system in a state of good repair. Eligible STA-SGR projects include:

- Transit capital projects or services to maintain or repair a transit operators vehicle fleet or transit facilities;
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit service; and
- Transit services that complement local efforts for repair and improvements of local transportation infrastructure.

To receive STA-SGR funds, eligible recipients must submit an annual list of projects to Caltrans, which are due by September 1, 2021.

For FY 2021-22, Madera County Transportation Commission will receive \$233,524 (PUC99313) and \$7,854 (PUC 99314) to be suballocated to local agencies by population.

MCTC will submit allocation requests for the following projects:

City of Chowchilla	Contracted Maintenance	\$ 25,401
City of Madera	Security Cameras	\$ 98,345
County of Madera	Preventative Maintenance	\$117,632



**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

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

In the matter of  
**STATE OF GOOD REPAIR PROGRAM  
NEW PROJECT APPROVAL LIST FY 2021/22**

Resolution No.: **21-11**

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

**WHEREAS**, MCTC is an eligible project sponsor and may receive State Transit Assistance Funding from the State of Good Repair Account (SGR) now or sometime in the future 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 Bill1 (2017) named the Department of Transportation (Department) as the administrative law agency for the SGR; and

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

**WHEREAS**, the SGR guidelines indicate that a certified board endorsement is sufficient to meet the funding commitment requirement, and

**NOW, THEREFORE, LET IT BE RESOLVED**, that the MCTC does hereby adopt the following **FY 2021/22 SGR project list to be submitted in the amount of \$241,378.**

City of Chowchilla	Contracted Maintenance	\$ 25,401
City of Madera	Security Cameras	\$ 98,345
County of Madera	Preventative Maintenance	\$117,632

The foregoing resolution was adopted this 21<sup>st</sup> day of July 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 July 21, 2021

**AGENDA ITEM:** 4-C

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

---

**SUBJECT:**

MCTC Submittal of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program – San Joaquin Valley SR 99 Safety and Congestion Mitigation Project

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2021 discretionary grant funding through the [Rebuilding American Infrastructure with sustainability and Equity \(RAISE\) grants](#).

The Madera County Transportation Commission (MCTC) submitted a RAISE grant on July 9, 2021, to add an additional lane for a 3-mile section of southbound State Route (SR) 99 between approximately Avenue 7 and Avenue 9. MCTC is requesting \$15 million in Federal funds and the California Department of Transportation (Caltrans) has committed \$15 million in State Highway and Operation and Protection Program (SHOPP) funds for rehabilitation of the two existing lanes for a six mile segment.

Information regarding the MCTC RAISE grant may be found on the [MCTC Website](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-D

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

---

**SUBJECT:**

Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Our partner agency, the Sacramento Area Council of Governments (SACOG), indicated a need for additional CMAQ apportionments during a statewide CMAQ meeting. The Madera region has an unobligated balance of \$4,629,515 for Fiscal Year 20/21 that would become unavailable in FFY 21/22. Therefore, MCTC will loan \$4,629,515 of CMAQ apportionments from FFY 20/21 to SACOG, effective the date of the signed letter. SACOG will repay the borrowed \$4,629,515 in CMAQ apportionments to MCTC in October of 2023 (i.e., at the start of FFY 23/24), contingent upon federal disbursement apportionments to SACOG for FFY 23/24 at anticipated levels.

The letter of understanding sets forth MCTC and SACOG's intent for a loan of the identified CMAQ apportionments and requests the California Department of Transportation to adjust each Region's apportionment balance effective the date of the letter and upon loan repayment. This exchange will allow SACOG to advance and obligate additional CMAQ funded projects within FFY 20/21, reduce MCTC's unobligated balance of CMAQ funds, and return those funds to MCTC for obligations in FFY 23/24.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**MEMORANDUM OF UNDERSTANDING**  
between the  
**SACRAMENTO AREA COUNCIL OF GOVERNMENTS**  
and the  
**MADERA COUNTY TRANSPORTATION COMMISSION**

This Memorandum of Understanding (MOU) between the Sacramento Area Council of Governments (SACOG) and Madera County Transportation Commission (Madera CTC) is entered into by the Executive Director of SACOG and Executive Director of Madera CTC, both of whom have the authority to bind their respective organizations. It is understood that the SACOG and Madera CTC Boards of Directors will be advised of this MOU at the earliest opportunity.

The parties do agree as to the following:

1. Madera CTC shall loan in Federal Fiscal Year (FFY) 2021 up to \$4,629,515 in Congestion Mitigation Air Quality Program (CMAQ) apportionments, from FFY 2021; and
2. It is understood that SACOG is not borrowing obligation authority (OA) and that SACOG does not intend to repay with OA; and
3. SACOG and Madera CTC request that the California Department of Transportation (Caltrans) adjust each party's apportionment balance as appropriate, by the amount obligated by SACOG above its apportionment balance, up to \$4,629,515 effective the date of the obligation of funds, and adjust the apportionments for the repayment of the same amount; and
4. SACOG shall repay the loan by providing Madera CTC up to \$4,629,515 CMAQ apportionments in FFY 2024 to be repaid with FFY 2024 CMAQ apportionments, equal the amount of CMAQ that was loaned with zero interest or fees; and
5. Apportionment adjustments will be made by the California Department of Transportation's Programming Division and Local Assistance Division respectively to SACOG's and Madera CTC's apportionment balances to reflect the loan and repayment of apportionment in the FFY's that are the subject of this MOU; and
6. The loan and repayment of apportionment may also be subject to reprogramming adjustments by each region that is reflective of current policy for programming projects in the Federal Transportation Improvement Program (FTIP); and
7. Both SACOG and Madera CTC agree to use "pertinent dates and figures" supplied by the Department of Transportation, Local Assistance Division. "Pertinent dates and figures" include, but are not limited to, effective dates and dollar amounts of apportionments.; and

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Live Oak  
Lincoln  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

8. It is the responsibility of SACOG and Madera CTC to communicate to the Department of Transportation in a timely manner, via email, the request of the adjustments to record the loan and repayment of the loan; and
9. If Madera CTC and SACOG agree to delay repayment of the loan, amendments to this MOU may be entered into by the Executive Director of SACOG and Executive Director of Madera CTC. Such amendments shall be binding on the parties if signed by the Executive Directors of both agencies and shall be effective as of the date shown in the amendment unless otherwise indicated.

Made and entered into effective the 17<sup>th</sup> day of June 2021.



---

Patricia Taylor  
Executive Director  
Madera CTC



---

James Corless  
Executive Director  
SACOG

cc: Dee Lam, Caltrans Division of Local Assistance  
Sujaya Kalainesan, Caltrans Division of Local Assistance  
Bomasur Banzon, Caltrans Division of Local Assistance District 3  
Megan Perasso, Caltrans Division of Local Assistance  
Muhaned Aljabiry, Caltrans Office of Federal Programming and Data Management  
Abhijit Bagde, Caltrans Office of Federal Programming and Data Management



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-E  
**PREPARED BY:** Dylan Stone, Principal Regional Planner

---

**SUBJECT:**

CalSTA Climate Action Plan for Transportation Infrastructure - Adopted

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California State Transportation Agency (CalSTA) developed the [Climate Action Plan for Transportation Infrastructure](#) to direct billions of state discretionary transportation dollars towards investments to aggressively combat and adapt to climate change while supporting public health, safety, and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals.

State transportation funds – including revenue collected under Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017 – must be used solely on transportation. As outlined in SB 1, California will continue the “fix-it-first” approach to maintaining the state’s highways, roads, and bridges. Under the new strategy adopted today, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals.

To steer those investments, the plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Advancing investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Making safety improvements to reduce fatalities and severe injuries of all users toward zero
- Assessing physical climate risk for transportation infrastructure projects
- Promoting projects that do not substantially increase passenger vehicle travel



- Promoting compact infill development while protecting residents and businesses from displacement
- Developing a zero-emission freight transportation system
- Protecting natural and working lands.

CAPTI was developed through collaboration with many different state agencies along with extensive outreach and engagement with hundreds of stakeholders during the past 18 months. The California State Transportation Agency unveiled the draft plan on March 10 and updated the document based on feedback received during the ensuing 10-week public review period. A summary of the comments received and how they were addressed in the final plan is [available here](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of July 21,2021

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

---

**SUBJECT:**

California Federal Affairs – Partnership Letter

**Enclosure:** Yes

**Action:** Authorize MCTC to sign on to the California Federal Affairs – Partnership Letter

**SUMMARY:**

Earlier this year, as the federal transportation agenda began to emerge, Caltrans implemented its plan to reconvene the California Federal Affairs Working Group. This Working Group, comprised of the stakeholders in the State’s transportation system, whose members include the State of California, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies, Tribal Governments, transportation providers, the private sector and labor.

As Congress continues its efforts to reauthorize surface transportation programs, the Working Group recommends six priority areas for inclusion as this important legislation moves forward. These priority areas are as follows (details are in the attached letter):

1. Transportation Resilience
2. Active Transportation
3. Zero-Emission Bus Grant Program
4. Financing
5. Transportation Equity
6. Goods Movement and Gateway Corridor Projects

The request to the California Congressional Delegation is to incorporate these priorities into the surface transportation authorization legislation, and to send the message that California is ready and willing to partner with the federal government to match increased federal infrastructure investment to help address the expanding needs of our evolving and complex transportation system.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

## 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  
[www.dot.ca.gov](http://www.dot.ca.gov)



July XX, 2021

Dear California Congressional Delegation Member:

California is the world's fifth-largest economy. Measured by value, more international goods enter California than any other state, moving through its 12 seaports, 12 major cargo-handling airports, and 3 land ports of entry with Mexico. In addition, the State's agricultural sector is a critical source of goods for export and is the largest producer of food in the United States. At the same time, the State of California has led the nation, making significant investments in our infrastructure.

California's Senate Bill (SB) 1, *the Road Repair and Accountability Act of 2017*, invests \$54 billion over ten years to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. Moreover, in California, 25 county transportation agencies formed the Self-Help Counties Coalition (SHCC) that will fund approximately \$194 billion of voter-approved transportation investments by mid-century, injecting billions each year into essential transportation programs and projects throughout California.

With SB 1 and the SHCC, the state and local agencies are doing their part to fund and deliver important transportation projects that are vital to the quality of life and economic strength of California, and we call for increased federal investment in infrastructure – in partnership with our ongoing investments – for the benefit of the whole country and to address significant state transportation system needs.

Forward progress to reauthorize the *Fixing America's Surface Transportation (FAST) Act* (Public Law No. 114-94) is on the horizon, with both chambers of Congress finalizing their respective bills. With less than four months until the current authorization expires, we greatly appreciate the urgency with which Congress is acting on this critical legislation.

Earlier this year, as the federal transportation agenda began to emerge, the California Department of Transportation (Caltrans) implemented its plan to convene the California Federal Affairs Working Group (Working Group). This Working Group is comprised of the stakeholders in the State's transportation system, whose members include the State of California, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), Tribal Governments, transportation providers, the private sector and labor.

As Congress continues its efforts to reauthorize surface transportation programs, the Working Group recommends five priority areas for inclusion as this important legislation moves forward. These priority areas are:

1. Transportation Resilience

Each year our national transportation system is stressed by blizzards, searing heat, flooding, wildfire and other severe weather events. Hurricanes have raised awareness of the vulnerability of our coastal communities, and our interior states where serious flooding has devastated our nation's communities. In California, we are facing increasingly frequent and severe floods and wildfires due to climate change. Federal investments are needed to help our State Departments of Transportation and local governments develop climate-resilient infrastructure following extreme weather events, and to mitigate the risk of future reoccurring damages. We urge Congress to ensure funding is provided for resilient transportation projects to endure our changing climate, and increasingly frequent extreme weather and wildfire events.

2. Active Transportation

We urge Congress to include the provisions in the INVEST in America Act that provide increased funding for the Transportation Alternatives Program. This funding is critical to increase safety and mobility for our nation's non-motorized users. In California, safety is always our top priority. However, our numbers have been trending in the wrong direction for some time now. Every year, about 3,600 individuals die on California's transportation system. With an unacceptable number of people dying each day on our roadways in traffic crashes we must shift our efforts to prioritize safe mobility, and federal leadership will be key in this shift to save lives.

Investing in active transportation furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment with additional federal funding. Specifically, California supports tripling the amount of funding authorized for the programs that fund our ATP. Congress should also ensure that active transportation projects continue to be eligible for funding from the Highway Trust Fund.

3. Zero-Emission Bus Grant Program

We request Congress include the provision in the INVEST in America Act that rewards states and transit agencies that have made a commitment to transition to fully zero-emission fleets by granting them access to a funding set-aside for

zero-emission bus grants. This policy would support California's transit agencies in expeditiously transitioning our entire 12,000 bus fleet to zero-emission technologies while also incentivizing transit agencies across the country to take aggressive steps to accelerate zero-emission bus deployment.

4. Financing

We urge Congress to continue its support for our nation's transit agencies as they continue to recover their ridership losses due to Covid-19. Specifically, flexibility is needed to support our smaller operators whose operations and business have been severely disrupted by the response to the pandemic. We also support the provisions in the INVEST in America Act that expand and streamline the financing tools available to transit and rail agencies to augment direct investment in the nation's transportation infrastructure.

5. Transportation Equity

We request collaboration in eliminating disparities while improving outcomes for all users of the transportation network, especially in the areas of safety, multimodality, and accessibility. We also urge Congress to provide funding to enhance, repair and restore multimodal connectivity in communities impacted by the construction of highways and freeways. Additionally, we ask Congress to include the language in the INVEST in America Act that provides new funding to pilot and study reduced and fare free transit.

6. Goods Movement and Gateway Corridor Projects

We urge Congress to prioritize freight funding for Gateway Corridor projects. These projects enhance the nation's economic competitiveness, providing essential connections from the ports including those in California to the nation's largest distribution centers, ensuring vital goods move more reliably through California and the nation.

We appreciate your leadership and urge you to incorporate these priorities into surface transportation authorization legislation. California is ready and willing to partner with the federal government to match increased federal infrastructure investment to help address the expanding needs of our evolving and complex transportation system.

Thank you for your consideration.

Sincerely,

TOKS OMISHAKIN  
Director

c:

DRAFT



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-G

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

---

**SUBJECT:**

California Resilience Challenge - Statewide Request for Proposals for Climate Adaptation Projects

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Bay Area Council Foundation launched the official request for proposals for the California Resilience Challenge 2021 Grant Program, a statewide competition to support innovative projects that address climate change-related threats and help safeguard under-resourced communities against wildfire, drought, flood, and extreme heat events. Recipients will receive grant awards of up to \$200,000 to advance climate adaptation planning projects.

The California Resilience Challenge 2021 Grant Program will provide resources to local communities throughout the state, including community-based organizations, cities, counties, California Native American tribes, special districts, and other local and regional jurisdictions representing under-resourced communities. By emphasizing local solutions to the global problem of climate change, communities can create scalable plans and infrastructure to meet their immediate and long-term climate adaptation needs.

For more information visit [The Office of Planning and Research](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-H

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

---

**SUBJECT:**

Update on Office of Management and Budget (OMB) Proposed Change to Metropolitan Statistical Area (MSA) Threshold

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The United States Office of Management and Budget (OMB) issued a Federal Register Notice in January 2021 on recommendations from the Metropolitan and Micropolitan Statistical Area Standards Review Committee to the Office of Management and Budget concerning changes to the 2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas. The OMB was proposing to change the population threshold for Metropolitan Statistical Area (MSA) from 50,000 to 100,000.

A [Federal Register Notice](#) published on Friday, July 16, 2021, includes the following announcement about the proposed change in metropolitan areas:

***Recommendation 1: Raise the minimum MSA core population threshold from 50,000 to 100,000.***

*OMB Decision: OMB does not accept the initial recommendation to raise the MSA core population threshold in the 2020 standards, and has decided to leave the current threshold of 50,000 in place. A change to the fundamental criteria that determine whether an area is considered metropolitan would cause disruption to statistical programs and products, and would be difficult for the statistical agencies to implement. OMB decided that there is insufficient justification at this time to raise the threshold to 100,000 and that further research is necessary before deciding whether to change the criteria that determine whether an area is considered metropolitan. Finally, we also note the Standard Review Committee's subsequent modification of their initial recommendation recognizing the value of additional research before modifying the threshold.*



The proposal would have negatively impacted the Madera Region as it would no longer would have been considered an MSA and would have dropped in status to a Micropolitan Statistical Area. The proposed change may also have adversely impacted the Metropolitan Planning Organization (MPO) status for the Madera Region. Certain transportation funding, including transit may have been in jeopardy due to a change in MSA status.

Real estate developers and industrial site selectors study population movement, spending patterns, unemployment rates, per capita income, and housing patterns. MSA designations are often used as a benchmark in such studies. For job creation, industry recruitment and community identity, it is important that the Madera Region retain the MSA designation. The loss of the MSA designation could have had a detrimental impact on growth and economic development throughout the entire Madera Region.

The proposal would have also adversely impacted the funding for MPOs and transit providers in these other California counties (with MSA name): Butte (Chico), Kings (Hanford-Corcoran), San Luis Obispo (San Luis Obispo-Paso Robles) and Napa (Napa). MCTC, Kings County Association of Governments, San Luis Obispo Council of Governments and the National Association of Regional Councils led a concerted effort to inform the public concerning the damaging impacts the proposed rule could have created. According to the Federal Register notice, only 21 commenters supported the change while more than 700 commenters opposed it.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-2022 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](http://www.maderactc.org)

March 17, 2021

Mr. Dominic J. Mancini, Deputy Administrator  
U.S. Office of Management and Budget  
725 17th Street NW  
Washington, DC 20503

**Subject: Opposition to OMB Proposed Change to MSA Threshold**

On January 19, 2021, the Office of Management and Budget (OMB) requested public comment on the recommendations it received from the Metropolitan and Micropolitan Statistical Area Standards Review Committee for changes to OMB's metropolitan and micropolitan statistical area standards. The proposal to raise the minimum Urbanized Area population threshold used to establish a Metropolitan Statistical Area (MSA) from 50,000 to 100,000 people would have severe impacts in two areas: federal funding and reporting of transportation planning data. This proposal if implemented will mean that the Madera Region will no longer be considered an MSA.

The federal register notice and appendix did not clearly identify any specific reason for the proposed change. The only possible justification offered by the 2010 Metropolitan and Micropolitan Statistical Area Review Committee, in the appendix of the federal register notice, simply stated that it was observed that the United States had increased population 2.2 times since 1950 while the population threshold to qualify a Metropolitan Statistical Area had not. The proposed 100,000 population threshold recommended appears arbitrary and not based on any quantifiable or statistically valid reason. If the doubling of the country's population was justification enough to change the metropolitan statistical area standards, one might have assumed recommendations for change should have occurred at that point rather than waiting another 20 years for this proposal.

In terms of financial impacts, this new threshold would change the status of the Urbanized Area in Madera County to a Micropolitan Statistical Area and eliminate the region's access to FTA Section 5307 funding, including the important Small Transit Intensive Cities funding that helps provide higher levels of transit services than would otherwise be financially feasible. It would also adversely impact the funding for MPOs and transit providers in these other California counties (with MSA name): Butte (Chico), Kings (Hanford-Corcoran), San Luis Obispo (San Luis Obispo-Paso Robles) and Napa (Napa).

**Member Agencies: County of Madera, City of Madera, City of Chowchilla**

The Madera Region also uses MSA geography data in our programs and planning that would no longer be reported, including labor market conditions, per capita income, unemployment rates, etc. This important data is used by companies when evaluating relocation to an area to project viability. This data is also used by real estate investors to study housing trends and population movement.

The recommended change states that the potential criteria being proposed are not designed “for use in program funding formulas.” The reality is that this type of criteria will be used for such purposes and cannot be separated and dismissed entirely from this proposed redesignation. The proposed MSA change along with other current efforts underway by the U.S. Census Bureau may create a ripple effect and have unintended harmful consequences to local communities. There are a multitude of funding sources that would affect communities least able to meet the demands of their large, but now not qualifying urban cores. MSA delineations are often used to establish eligibility for certain grant programs, or as an element in program formula and matching funds requirements. If a statute mandates a particular program use of metropolitan area designations, the department or agency administering the program has no choice but to apply the designations in accordance with law. Two main funding sources frequently cited as being affected by MSA designations are Federal Transportation and Highway Department funds and Department of Urban and Housing Development's (HUD) community development block grants.

To provide necessary services to residents of the Madera Region, local agencies depend on a variety of federal funding programs that utilize metropolitan and urban area statistical status as a qualification. If Madera is no longer defined as an urban area or MSA, we may no longer qualify for programs that support low and moderate-income persons, public transportation, public health and transportation planning and programming. We estimate that the financial impact to our community, in relation to this change, could result in losses in the millions of dollars annually.

### **Negatively impacts Federal Funding**

The Madera County Transportation Commission (MCTC) serves as the Metropolitan Planning Organization (MPO), Regional Transportation Agency (RTPA), and transportation commission for Madera County. The MCTC is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program. The MCTC, in its role as the MPO for our region, programs an average of \$7 million in transportation funding annually, and the OMB's proposal potentially jeopardizes that MPO authority.

This adjustment jeopardizes a wide-range of public and private policy and programming related activities and decisions. This change “raises the bar” to qualify as a Metropolitan Statistical Area and will be detrimental for small urban areas (i.e. the MSA's downgraded to “Micropolitan Statistical Areas). Larger urban areas will use this information as a cudgel to reduce funding to Micropolitan Statistical Areas. If the

proposal is approved, it could be the first step toward federal programs adjusting their population thresholds when it comes to distributing money to communities, leading to funding losses for the former 144 MSA areas in the country.

- Transportation – Our region’s urban area qualifies for over \$7 million/year which may be in jeopardy with this change.
- Economic Development - Current funding formulas for Consolidated Development Grant Block Programs (CDBG) could be affected.
- Continuum of Care (CoC) operations could be negatively impacted resulting in reduced funds for affordable housing and social programs.
- Urban transit agencies receive funding, programmed through MPOs and in conjunction with FTA. Rural transit agencies receive less funding, programmed through Caltrans. Caltrans cannot keep up with the current number of rural transit operators’ programming and procurements. A redefinition of regions will reduce transit funding, operations, and effectiveness and will negatively impact transit riders, transit services, the larger motoring public, and greenhouse gases.

Support the economic vitality of the metropolitan area...	<i>Requires quality data</i>
Increase the safety of the transportation system ...	<i>Requires MPO funding</i>
Increase the security of the transportation system ...	<i>Requires MPO funding</i>
Increase accessibility and mobility of people and freight	<i>Requires MPO funding / transit funding</i>
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and state and local planned growth and economic development patterns	<i>Requires quality data / modeling</i>
Enhance the integration and connectivity of the transportation system ...	<i>Requires MPO funding</i>
Promote efficient system management and operation	<i>Requires quality data / MPO funding</i>
Enhance travel and tourism	<i>Requires quality data / MPO funding</i>

**Disregards the goals within Federal Fixing America’s Surface Transportation Act (2015)**

Removal of the MSA designation hinders certain goals identified within the FAST Act, including:

- Regions use the MSA data to prepare and plan for the best future and to support the goals of the FAST Act. Regional funding is critical to turn that planning into reality.
- Regions, and their consultants, use this data to develop land use, traffic, and air quality models to reduce greenhouse gases, to plan effectively, and to support the goals of the FAST Act, as required, and in conjunction with, the US EPA, FTA, and FHWA.

## Negatively impacts Tourism and the Economy

MSA data is critical to the success of the regions. The reason stated for the change is that “it will better serve data users.” In fact, the result will be the opposite. Removal of the MSA designation will result in less data, lower frequency, and diluted data through aggregation. Real estate developers and industrial site selectors study population movement, spending patterns, unemployment rates, per capita income and housing patterns. MSA designations are often used as a benchmark in such studies. For job creation, industry recruitment and community identity, it is important that the Madera Region retain the MSA designation. The loss of the MSA designation could have a detrimental impact on growth and economic development throughout the entire Madera Region.

- Companies use MSA data to identify desirable regions to relocate or expand into and project the viability.
- Tourism agencies advertise based on MSA information, both in the region and across the U.S. Mobile location data providers use MSA data as part of their overall dataset that is used to help ad targeting. Reduced accuracy results in inefficient spending. Media companies use MSA data to target audiences.
- Real estate investors use the data to study housing trends and population movement.
- Labor market information, per capita income, unemployment rates, fuel usage, etc. is critical to MSAs. California’s Economic Development Department relies on MSA-level data.
- Aggregating data into fewer MSAs results in a dilution of the data for multiple regions – leading to less than useful information for both. Similarly, reporting a disaggregated set of data less often is ill-suited to the needs of the region.

The risk to vital services within our community, our state and the millions of impacted Americans across this country far outweigh any limited statistical value that might be gained from this proposal. We urge you **not** to adopt the recommendation of the Metropolitan and Micropolitan Statistical Area Standards Review Committee to increase the minimum urban area population to qualify as a Metropolitan Statistical Area from 50,000 to 100,000.

We appreciate your consideration of our comments and how this proposal could impact our area. If you have any questions, please contact me at (559) 675-0721 or [patricia@maderactc.org](mailto:patricia@maderactc.org).

Sincerely,



Patricia Taylor, Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of July 21, 2021

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

---

**SUBJECT:**  
AB 140 (Housing): New Budget Trailer Bill Language Summary of Regional Early Action Planning Grant Program for 2021 (REAP 2)  
**Enclosure:** Yes  
**Action:** Information and Discussion Only

**SUMMARY:**  
The California State Legislature amended AB 140 to include the housing trailer bill language for the FY 21-22 budget. Section 15 of the bill creates a structure for distributing \$600 million for the Regional Early Action Planning Grant Program for 2021 (REAP 2). The legislation is scheduled for a vote on July 15, 2021. The latest version of the legislation may be found on the [California Legislative Website](#)  
The attached summary of the legislation was provided by the California Association of Council of Governments (CALCOG) and is subject to change.

**FISCAL IMPACT:**  
No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**AB 140 (Housing): SUMMARY OF REAP LANGUAGE**  
New Budget Trailer Bill Language

Yesterday, (Sunday, July 11), the Legislature amended AB 140 to include the housing trailer bill language for the FY 21-22 budget. Section 15 of the bill creates a structure for distributing \$600 million for the Regional Early Action Planning Grant Program for 2021. (REAP 2). This language is consistent with our prediction (See [www.calcog.org/reap2](http://www.calcog.org/reap2)). **The Legislature may vote on this language on Thursday**, meaning there is no time to seek any amendments given the three-day in print rule. Here is a quick summary:

- **Overall Structure.** The structure of REAP 2 is very similar to REAP 1 insofar as each region will be able to propose a budget or plan of programs that reflect regional needs and circumstances for approval, provided the proposed expenditures are consistent with the broad guidelines of the program. But there are some key differences.
- **For MPOs.** The primary eligible entity for the largest part of the program will be MPOs. (The first REAP program granted funds to COGs with RHNA authority).
- **Lead Administering Agency.** HCD is the lead administering agency. But they must collaborate with ARB, SCG, and OPR to administrate the program—including developing the guidelines and approving regional budgets.
- **Eligible Entities.** Although MPOs are the primary recipients for the primary program, MPOs are authorized to suballocate funds to “eligible entities,” which include councils of governments, regional transportation planning agencies, cities, counties, transit agencies, county transportation agencies, and tribal entities.
- **Grant Administration.** The provisions relating to accounting and reporting parallel the first REAP program. Thus, we anticipate that HCD’s administration will work a lot like the administration of the existing REAP program. However, there will likely be some changes insofar as budget and programs will have to be approved in collaboration with SGC, OPR, and ARB.
- **MPO Allocations.** Most of the funding will be made available to MPOs to fund transformational infrastructure and planning programs as defined.
- **Rural Competitive Program.** Eligible entities in the 19 counties that are not within an MPO are eligible to compete for \$30 million competitively.
- **“Demonstrably Exceeding” Competitive Program.** All eligible entities, including MPOs, may compete for an additional \$30 million for projects that “demonstrably exceed the requirements of this chapter and further multiple policy objectives.” Scoring will account for infill housing production and reduction of per capita VMT.
- **For “transformative planning and implementation activities.”** Funding must be used for “housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents

through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership.” Investments must also align with one of the following: state planning priorities (Gov’t Code § 65041.1), affirmatively further fair housing (Gov’t Code § 8899.50), housing element compliance, or a sustainable communities strategy (or APS).

- **Specific Eligible Uses.** *The following would be eligible if deemed “transformative” in consultation with HCD (this list is not exhaustive):*
  - Providing technical assistance, planning, staffing, or consultant needs
  - Administering any programs described in this subdivision.
  - Rezoning and encouraging development by updating planning documents
  - Revamping local planning processes to accelerate infill development.
  - Completing environmental clearance to eliminate project-specific review for infill.
  - Establishing and funding an affordable housing catalyst fund, trust fund, or revolving loan fund for location efficient projects.
  - Infrastructure planning and upgrades like sewers, water systems, transit, roads, or other facilities to enable reduction in VMT, including accelerating housing.
  - Implementing a vision-zero program, a safety plan, and a slow streets program.
  - Bicycle, pedestrian and multi-modal infrastructure plans and policies.
  - Expand active transportation and implement bicycle or pedestrian plans.
  - Producing multimodal corridor studies.
  - Reducing driving, including studying and implementing road pricing.
  - Establishing a VMT impact fee or regional VMT mitigation bank.
  - Parking and transportation demand management programs or ordinances.
  - Accelerating infill housing production near jobs, transit, and resources.
  - Increasing transit ridership, including through seamless regional transit systems, including establishing common fares, schedules, service design, and wayfinding.
  - Implementing multimodal access plans to and from transit facilities.
  - Planning for additional housing near transit.
  
- **Funding Totals.** Under AB 128 and 129 (the primary budget bills adopted thus far), a total of \$600,000,000 has been allocated to the program. The first \$500 million in the Governor’s original budget (AB 128) was \$500 million in funds made available to the State of California under the American Recovery Plan Act. An additional \$100 million in General Fund dollars was made available under the Legislature’s June 28<sup>th</sup> Budget (AB 129). The trailer bill language will distribute this funding as follows:
  - 5% (or \$30 million) to HCD for program administration and technical assistance
  - 5% (or \$30 million) to eligible entities in the 19 counties not within a MPO
  - 5% (or \$30 million) to a new “demonstrably exceeds” competitive program
  - 85% (or \$510,000,000) to MPOs for transformative investments
  
- **Suballocations.** Suballocations from MPOs to eligible entities shall consider geographic equity, including the needs of rural and urban communities, transformative and collaborative approaches, including through subregions, and the degree to which the suballocation will be in furtherance of all of the requirements of transformative



planning and implementation activities. Funds designated for suballocation must be awarded within 60 days.

- **Initial Allocations.** Beginning on January 1, 2022, MPOs can request an initial allocation of 10 percent of the funds for which they are eligible.
- **Formula For MPOs.** The language distributes the funding to MPOs by population, but instead of using the current population, the funds are distributed by the DOF’s forecasted 2030 population. (Specifically, Department of Finance P-2A County Population Projections as of July 1, 2021).<sup>1</sup> The amounts are based on the aggregate 2030 projected population for each MPO as a percentage of projected 2030 statewide population. Here is our **unofficial** calculation of the distribution:

MPO	2030 Population	Pop %	Formula Allocation
Association of Monterey Bay Area Governments	815,149	1.978%	\$10,133,742
Butte County Association of Governments	236,874	0.577%	\$ 2,944,762
Fresno Council of Governments	1,096,638	2.673%	\$ 13,633,148
Kern Council of Governments	1,019,221	2.484%	\$ 12,670,718
Kings County Association of Governments	165,752	0.404%	\$ 2,060,590
Madera County Transportation Commission	178,070	0.434%	\$ 2,213,725
Merced County Association of Governments	314,690	0.767%	\$ 3,912,153
Shasta Regional Transportation Agency	180,498	0.440%	\$ 2,243,909
Metropolitan Transportation Commission	8,272,525	20.165%	\$ 102,842,103
Sacramento Area Council of Governments *	2,706,637	6.598%	\$ 33,648,280
San Diego Association of Governments	3,461,883	8.439%	\$ 43,037,323
San Joaquin Council of Governments	853,661	2.081%	\$ 10,612,515
San Luis Obispo Council of Governments	284,729	0.694%	\$ 3,539,685
Santa Barbara Council of Governments	469,717	1.145%	\$ 5,839,412
Southern California Association of Governments	19,789,953	48.240%	\$ 246,024,084
Stanislaus Council of Governments	606,128	1.477%	\$ 7,535,242
Tahoe Regional Planning Agency *	55,000	0.134%	\$ 683,747
Tulare County Association of Governments	516,810	1.260%	\$ 6,424,861
<b>TOTALS</b>	<b>41,023,935</b>	<b>100.000%</b>	<b>\$ 510,000,000</b>

\* We estimated the population in the Tahoe basin (California side) to be about 55,000, and subtracted that figure from SACOG’s 2030 population forecast. This is just a rough estimate.

<sup>1</sup> See <https://www.dof.ca.gov/forecasting/demographics/projections/>



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 4-J

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

---

**SUBJECT:**

Update Expedited Project Selection Procedures (EPSP)

**Enclosure:** Yes

**Action:** Approve the Update to the Expedited Project Selection Procedures (EPSP)

**SUMMARY:**

The Expedited Project Selection Procedures (EPSP) is being updated to include new Federal funding programs. The State, MCTC, and transit operators have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC). It has been agreed by all member agencies represented by the MCTC, Caltrans, and the transit operators, per 23 CFR 450.332, that the projects within the first four years of the FTIP may be advanced within the Four-Year Element (Element) of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

## **Madera County Transportation Commission**

### **FTIP “Expedited Project Selection Procedures”**

The State, the Madera County Transportation Commission, and transit operators have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC), and as outlined on the following table. The State, the Madera County Transportation Commission, and transit operators have selected all of the projects in the first four years of the FTIP based on the attached table for Project Selection Procedures. It has been agreed by all member agencies represented by the Madera County Transportation Commission, the California Department of Transportation (Caltrans), and the transit operators per 23 CFR 450.332, that the projects within the first four years of the FTIP may be advanced within the Four-Year Element (Element) of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined below.

- The projects within the State Transportation Improvement Program (STIP) may be advanced or delayed; however, the use of the EPSP process is subject to approval by the California Transportation Commission (CTC) to the STIP.
- MCTC and Caltrans agree that the Caltrans State Highway Operation and Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying MCTC.
- Projects funded by the Congestion Mitigation and Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP), and Public Lands Highway (PLH) Program may be advanced or delayed within the 4-year program schedule planning element of the FTIP at the request of the sponsor agency and subject to the approval of MCTC.
- Federal Transit Administration (FTA) administered funds and/or projects may be advanced or delayed within the four-year program schedule planning element of the FTIP at the request of FTA or the sponsor agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.
- The Caltrans Division of Local Assistance has implemented a project selection process in cooperation with the FHWA, MCTC, and the implementing agency for the Active Transportation Program (ATP), **Federal Lands Access Program, Highway Infrastructure Program**, Highway Safety Improvement Program (HSIP), Highway/Railroad Grade Separation Program, the Highway Bridge Program (HBP), High Risk Rural Roads (HRRR/HR3) Program **and other federal funding sources** to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to MCTC.

This process was developed in cooperation with the implementing agencies, FHWA, FTA, MCTC, and the HBP Advisory Committee. MCTC and Caltrans agree that the Caltrans Division of Local Assistance may move projects within those programs identified above within the 4-year FTIP Program Schedule Planning Element without formally amending the FTIP/FSTIP.

The projects funded within the RSTP (Exchanged for State Only Funding) and CMAQ program may be moved subject to the Madera County Transportation Commission Expedited Projects Selection Process (attached).

MCTC and Caltrans agree that the Caltrans Program Managers for the following programs may implement projects within the four year FSTIP element without amending the FTIP/FSTIP.

State Mandated Programs

- 1) State Highway Operation and Protection Program (SHOPP)
- 2) Highway Bridge Program (HBP)
- 3) Safe Routes to School Program
- 4) Highway Safety Improvement Program (HSIP)
- 5) Active Transportation Program (ATP)
- 6) Local Section 130 Grade Crossings
- 7) Regional Recreational Trail Programs
- 8) State Minor Program
- 9) State Transportation Improvement Program (STIP) – subject to amendment approval by CTC

MCTC Managed Programs

- 10) Regional Surface Transportation Program (Exchange)
- 11) Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Federal Transit Administration (FTA) Projects

Generally, FTA funded projects can be advanced using EPSP if additional funding becomes available. EPSP agreements must specify that transit operators have been included in the consultation process and FTA must approve the agreements. In addition, the EPSP agreement must include the following language:

*“For FTA administered funds, projects may be moved within the period of the FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.”*

Madera County Transportation Commission designates Executive Director, Patricia Taylor, to sign below acknowledging that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.

\_\_\_\_\_  
Patricia Taylor, Executive Director

\_\_\_\_\_  
Date:

## Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/ cooperating Agency
MPO:  MCTC	Projects funded with title 23 and Federal Transit Act funds- except: projects on the, NHS, HBP, IM and FLHP funded projects	MPO	Consultation	State, MCTC and Transit Operator
	Projects on the Highway-Railroad Grade Separation, NHS, and projects funded under the HBP and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

**Madera County Transportation Commission Expedited Project Selection Process**

The MCTC Policy Board hereby establishes guidelines for programming the Regional Surface Transportation Program (RSTP) (RSTP funds are exchanged for State Only funding) and Congestion Mitigation and Air Quality (CMAQ) program to insure timely project delivery within federal and state funding deadlines.

It is understood by all MCTC member agencies, which includes all public transit operators within Madera County, that while the following discussion of project placement within the Four-Year Element explains the method used for initial placement of the region's projects within the FTIP, approval of this "Expedited Project Selection" process will provide the MCTC Policy Board the flexibility to alter the order of projects within the Four-Year Element of the FTIP to fit the priorities and needs of the transportation program in Madera County without "Formal" or "Administrative" amendments to the approved FTIP. In order to prevent the loss of obligation authority to other regions of the State and to position Madera County to access additional Statewide and National obligation authority, Madera County regional obligation authority will be available to any programmed project in the FTIP based on the ability to deliver the project during the current fiscal year.

It is the responsibility of the implementing agency at the time of programming to understand the requirements and procedures for authorizing a project through Caltrans Local Programs and ensure the deadlines and provisions of project delivery can be met.

MCTC staff will actively monitor all CMAQ projects regarding the funding authorization, implementation schedule, and obligation status in order to identify delivery issues as they arise and make determinations on project placement in the FTIP based on this policy. Appeals to this decision process must be taken through the MCTC committee process to the policy board.

## Projects Eligible for Programming

To be eligible for programming in the FTIP, a project must be included in a list of Lifeline and/or Grant projects authorized by the MCTC Board. MCTC staff will endeavor to provide targets for Lifeline and Grant programs based on estimated apportionments during the life of the federal-aid appropriation.

**Lifeline** – Lifeline targets are authorized in advance at the beginning of the federal-aid highway act appropriation cycle by applying a Policy Board approved percentage of the total estimated multi-year apportionment for each member agency. Lifeline is a guaranteed amount available to each member agency based on the member’s population share. Once established for a Federal Aid bill cycle, the Lifeline allocation remains the same throughout the life of the Act. A member agency can choose when and which projects to program with lifeline funding subject to federal eligibility requirements, FTIP Amendment procedures/policies, and programming capacity in the FTIP. Lifeline can be programmed up front, a portion can be set aside to develop future projects, or an amount can be left in reserve to provide for cost over runs for other projects. Members may move Lifeline funding from project to project to fit their internal program requirements. Project savings from closed out lifeline projects are vested with the member agency and can be moved to other projects that meet Federal regulations for the type of funding involved.

**Grant** – Grant targets are determined by estimating the residual remaining in the federal-aid appropriation after the Lifeline amounts are calculated. Grant projects are selected in two cycles by a “Call For Projects” process with the first cycle occurring towards the beginning of the federal-aid appropriation and the second cycle toward the middle. Supplemental cycles may be required toward the end of the federal-aid appropriation to adjust for differences in actual appropriation. The selection and scoring criteria to identify these projects has been adopted by the MCTC Policy Board through an extensive regional consensus process in conformance with 23 CFR 450.332. Once selected on regional merits, a Grant project should be delivered. A project sponsor may apply Lifeline to a Grant project but not the reverse. Grant funds from a canceled project, or project savings from closed out Grant projects do not vest with the project sponsor; these funds will be returned to the Grant pot to be applied to the next CMAQ Cycle “Call for Projects”.

## Programming the FTIP

Working through the MCTC regional consensus process, staff will program the authorized list of eligible Lifeline and Grant projects in the Four-Year Element of the FTIP until all available programming capacity has been consumed. The remaining projects are then programmed in the “Out Years” of the FTIP. As additional programming capacity becomes available, the “Out Year” projects provide a pool of authorized projects to move into the Four-Year Element. To move Out Year projects into the Four-Year Element requires a formal FTIP amendment including a finding of Financial Constraint on the entire FTIP.

When determining the split between projects in the Four-Year Element and Out Years various factors may be considered:

- The status of the project as a Lifeline or Grant project
- The priority assigned the project on the Call for Projects list.
- The phasing and deliverability schedule of the project or project phase.
- The status of previously programmed project phases.
- The status of the project as a Capital Procurement or Transit Operations (CMAQ).

- The track record of the project sponsor in delivering projects on schedule.
- The status of the project as having been previously programmed in the Four-Year Element or Out Years.

### Placement in the Four-Year Element

To be considered for placement in the Four-Year Element of the FTIP, a project sponsor must submit an implementation schedule by year showing a logical planned obligation of the various phases (PE, ROW, Construction). Failure to adhere to this schedule may result in the project being rescheduled. Criteria for this implementation schedule should include but not be limited to:

- Securing political commitments and authorization from local boards
- Securing required matching funds
- Fulfilling the requirements of Caltrans Local Programs
- Securing required permits, certifications, and waivers
- Completion of preliminary environmental and design studies
- Right of way certification
- Completion of final design
- Readiness to bid construction

Depending on the requirements of the project, the implementation schedule may be simple or quite complex. MCTC staff will schedule the projects in the Four-Year Element based on this implementation schedule subject to the availability of programming capacity.

Projects with multiple phases (PE, ROW, Construction) must have a reasonable expectation that the preliminary phases can be completed prior to programming subsequent phases in the current Element Year. Project Sponsors must be cognizant of Local Programs requirements affecting the phasing of their projects. For instance, a project cannot proceed to final design, right of way acquisition, or construction until a Preliminary Environmental Study (PES) identifies the environmental condition of the project area and proposes mitigation if required. Furthermore, final construction cannot begin until Caltrans issues an environmental certification (if required), the local agency has certified Right of Way (if included) and final plans and specs have been submitted to Caltrans along with a PS&E checklist. It follows that any project with significant environmental mitigation requirements identified on the PES, unresolved Right of Way issues, or issues with final design can not be obligated for the affected project phase until those issues are resolved. Project sponsors must identify those issues that can delay their project and document a reasonable expectation, schedule, and commitment to complete required preliminary phases before requesting subsequent project phases be placed in the current Element Year.

Grouped Project Listings programmed in the Four-Year Element must be accompanied by a detailed list identifying the specific deliverable project phases of the Grouped Project Listing. Grouped Project Listing project sponsors must be able to demonstrate the deliverability of the individual projects and project phases.

### **Failure to Deliver**

Projects that are programmed in the current Element year that fail to obligate on schedule represent a potential loss of Apportionment to the region unless another project advances to use the available Apportionment. For this reason if a project falls behind in schedule it may be necessary to replace it with another project that has a reasonable chance of obligating. Depending on the apparent demonstrated commitment of the project sponsor to deliver the project, the nature of the delay, and the availability of programming capacity in the Four-Year Element, the project may be rescheduled to the second, third, or fourth Element year or to the Out Years.

The FTIP is completely revised every two years. At the end of the first year, projects in the first Element Year that did not obligate or move back are considered "Prior Year" projects. In order to obligate those projects in the subsequent year, an administrative amendment must be processed transferring the projects back into the new current Element Year. However, at the end of the two years when the FTIP is revised, all Prior Year projects must be reprogrammed in the Four-Year Element or they become "Out Year" projects.

### **Loss of Funds through AB 1012 or decreased apportionment**

AB 1012 is apportionment specific. The MPO has three years including the year of apportionment to obligate each apportionment (i.e. the 2020/21 apportionment expires at the end of the 2021/22 fiscal year). The estimated amount of available apportionments is calculated when setting the Lifeline and Grant targets. Should actual apportionments come in significantly lower than those estimates, or should delayed project delivery cause a loss of apportionments via AB 1012, staff will re-estimate the capacity to deliver the program using remaining apportionments. If this results in removing projects from the pool of Lifeline and Grant project list, staff will identify candidate projects for the MCTC Policy Board to consider for removal. Factors to be considered when identifying projects for removal will include the age of the project and failure to meet committed scheduling.

### **Project Obligation, Implementation, and Close Out**

Projects have seven years (state requirement) from the first obligation to proceed to completion and close out. A one time, one year extension may be requested. Projects that lapse unclosed may be subject to repayment by the local sponsoring agency of federal funds to the funding agency.





**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 5-A

**PREPARED BY:** Dylan Stone, Principal Regional Planner

---

**SUBJECT:**

Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study - Final

**Enclosure:** Yes

**Action:** Accept the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study

**SUMMARY:**

Fresno Council of Governments (Fresno COG), in partnership with Madera County Transportation Commission (MCTC), have prepared 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 recommends 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.

A bi-county model was built to forecast future travel conditions. The model was an extension of Fresno COG's activity-based model utilizing data from MCTC's four-step model. Base future conditions were based on currently adopted transportation plans and programs from the two regions.

The study was guided by a steering committee with representatives from: Fresno COG, MCTC, City of Fresno, County of Madera, County of Fresno, Caltrans, Fresno Area Express, California Highway Patrol, Building Industry Association of Fresno and Madera, Valley Children's Hospital, Leadership Counsel for Justice and Accountability, and local stakeholders such as active transportation groups and business organizations. The committee provided input and feedback on the study development process and assisted in identifying key issues and solutions to for the project study area.

Due to COVID-19, outreach efforts were focused towards online engagements, including a public workshop/open house, interactive activities and surveys, and a mass social media campaign that included a digital information center. These efforts were intended to be inclusive and maximize diverse community and stakeholder participation. Outreach materials were available in various languages and via an "offline" option.

The study makes a series of recommendations by mode or facility type (Highway, Arterial, Public Transit, Active Transportation, and Multi-Modal/Climate Resiliency) based on three specific area types identified for the study analysis (State Route 41 South in the City of Fresno, State Route 41 North in Madera County and Ave 9 between State Route 99 and Valley Children’s Hospital). The recommendations are categorized into the following groups: policy changes, additional analysis/studies, near-term suggestions (less than 5 years), mid-term suggestions (5 to 15 years) and long-term suggestions (over 15 years).

The study was circulated for a public review and comment period that began June 11, with the project team then incorporating received comments into the final draft. The final draft is available to view here: <https://www.fresnocog.org/project/fresno-madera-state-route-41-and-avenue-9-sustainable-corridors-study/>.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

# Fresno-Madera SR-41 & Avenue 9 Sustainable Corridors Study

Fresno COG Transportation Technical Committee/  
Policy Advisory Committee Meetings

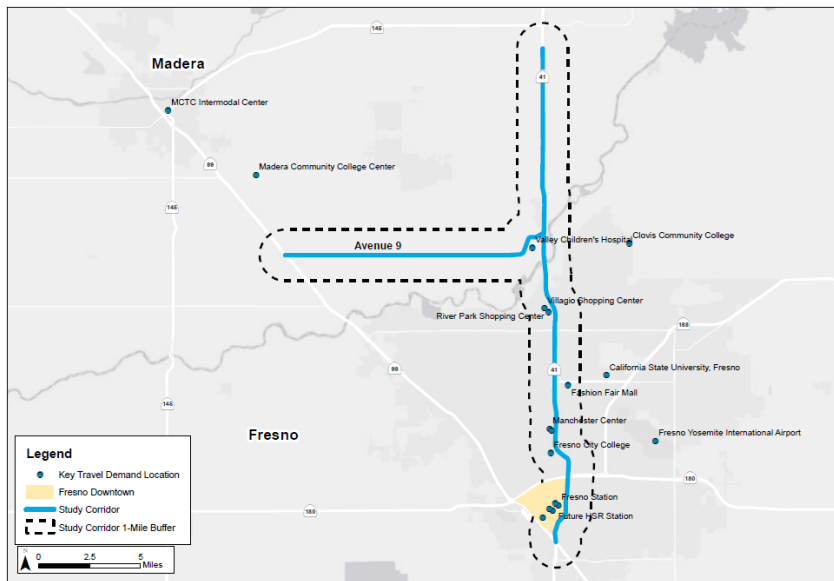


July 9, 2021

1

1

## PROJECT STUDY AREA



SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

2

2

**SUSTAINABLE CORRIDOR**

• *A Sustainable Transportation Corridor is:*

“planned, designed, operated, and maintained to include stewardship of economic, environmental and social resources and has the greatest number of sustainable benefits now and for future generations”



**PROJECT TASKS & PROCESS**

	Q3 2020	Q4 2020	Q1 2021	Q2/Q3 2021
<b>Project Definition</b>	Existing Conditions/Plan Review	Goals and Objectives		
<b>Planning/Analysis</b>	Existing Conditions	Develop Transportation Strategies	Develop Recommendations	
<b>Bi-County Model</b>	Data Collection/ Model Development	Model Calibration/ Refinement	Modeling of Alternatives and Evaluation	
<b>Public Outreach</b>	Develop Public Outreach Plan	First Round of Public Engagement (Investigation)	Second Round of Public Engagement (Innovation)	Third Round of Public Engagement (Solutions)
<b>Study Report</b>			Draft Study Report	Final Study Report
<b>Presentations</b>				

GUIDING PRINCIPLES & GOALS

SUSTAINABILITY



- Congestion
- Air Quality
- Traffic Management

EQUITY



- Walking & Biking
- Access
- Connectivity
- Safety

RESILIENCY



- Local Economy
- Health and Wellness



SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

5

FRESNO/MADERA BI-COUNTY TRAVEL MODEL

• Key Benefits:

- Extends Fresno County Activity Based Model to include Madera County
- Updates model base year and horizon year
- Involves staff from both Fresno COG and MCTC
- Evaluates alternatives for SR-41/Ave 9 Sustainable Corridor Study
- Available for future bi-county planning efforts



SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

6



PUBLIC OUTREACH		
Phase	Main Strategies	Timeline
1 - Investigation		
2 - Innovation		
3 - Solutions		



SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

7

7



SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

8

8

HIGHLIGHTED STUDY RECOMMENDATIONS

- **SR-41 in Fresno County**
  - HOV lane, auxiliary lanes, interchange improvements
- **SR-41 in Madera County**
  - HOV lane extension, planned Caltrans projects
- **Avenue 9**
  - Widening consistent with Madera County classification
  - Protected and separated bicycle facility



SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

9

HIGHLIGHTED STUDY RECOMMENDATIONS

- **Transit**
  - Freeway Express Bus/BRT on SR-41, transit operations improvements, new park-and-ride facilities
- **Active Transportation**
  - Expanded bike and walk infrastructure, San Joaquin River bikeway
- **Multi-Modal/Climate Resiliency**
  - Mobility hubs, expanded infrastructure for EVs, urban greening, air quality sensors on buses



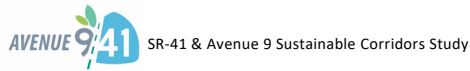
SR-41 & Avenue 9 Sustainable Corridors Study

July 9, 2021

10

**NEXT STEPS**

- *Identify and Pursue Funding Opportunities*
- *Advance Project-Specific Study Recommendations*
- *Continue Bi-County Cooperative Planning Efforts*



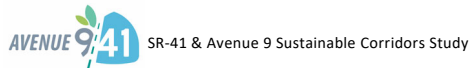
July 9, 2021

11

11

*Thank You!*

---



July 9, 2021

12

12





**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 5-B

**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

---

**SUBJECT:**

2021-22 Unmet Transit Needs, Social Services Transportation Advisory Council (SSTAC) Recommendation

**Enclosure:** Yes

**Action:** Approve the Social Service Transportation Advisory Council's 2021-22 Unmet Transit Needs findings by Resolution 21-12

**SUMMARY:**

Pursuant to Section 99401.5 of the California Public Utilities Code, the Madera County Transportation Commission (MCTC), as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund (LTF) claims for streets and roads.

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

1. are feasible;
2. have community acceptance;
3. serve a significant number of the population;
4. are economical; and
5. can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent.

The MCTC has determined that its definition of the term "reasonable to meet" shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is

consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:
  - (1) there are no unmet transit needs;
  - (2) there are no unmet transit needs that are reasonable to meet; and
  - (3) there are unmet transit needs that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues; including the coordination and consolidation of specialized transportation services.

At the “Unmet Transit Needs” Public Hearing on Wednesday, April 21, 2021, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. MCTC Staff, on behalf of the SSTAC, will submit that body’s findings to the MCTC Policy Board under separate correspondence.

## **NARRATIVE EVALUATION**

### **City of Madera**

There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.

MCTC staff has reviewed and discussed testimony regarding the City of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet within the City of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding an additional bus stop at Roosevelt and Olive across from Sierra Vista Elementary School. The City of Madera will evaluate this request. Dial-A-Ride service is available to provide service when there is no bus stop. Additionally, comments were received to add a bus shelter at two bus stop locations: (1) Sunrise between A and Vineyard, and (2) Olive and Martin near Planet Fitness for shade and protection from inclement weather. The City of Madera will evaluate this request and discuss with their Transit Advisory Board.

One-hour long wait times occasionally, and the need for routes to run more frequently, was expressed in one of the comments. The City of Madera notes that this situation arose due to the pandemic restrictions that limit the number of passengers that the bus can transport. There was also a request to have wastebaskets at bus stops in the City of Madera. The City of Madera reported that there are trashcans available at bus stops. However, depending on when this situation happened, the City of Madera notes that a couple of trashcans were stolen.

Testimony was also received for more on-time schedules and to not be skipped by Dial-A-Ride. This is, however, an operational issue. On-time performance evaluation will be

performed. Additionally, a need to expand rate assistance programs to provide free rides was expressed. Madera Metro offered free rides due to the pandemic and that status is still active. This comment was directed to all agencies.

Testimony for the need of electronic bus signs on buses and at bus stops was also received. This is an operational and marketing issue. The City of Madera and the County of Madera will seek to coordinate how to best approach this comment. The City of Madera will be reviewing the possibility of developing an advertisement.

### **City of Chowchilla**

There are no unmet transit needs in the City of Chowchilla.

### **County of Madera**

There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.

MCTC staff has reviewed and discussed testimony regarding the County of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from MCTC staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet at this time in the County of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received for infrastructure improvements: 1) Street lighting in the communities of La Vina and Fairmead to ensure transit users' first and last miles are safely lit. 2) Repavement and clean mobility infrastructure, such as sidewalks, crosswalks, and street lighting to facilitate their first and last miles, and thus, their use of public transit in unincorporated communities. Examples of this: sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Road 26 in Madera Acres, Road 29 in Parksdale, and Valerie Avenue in Madera Acres. The recommendation was to share this information with the appropriate agency for their knowledge.

Testimony was received for YARTS to operate year-round to connect Coarsegold to Oakhurst and Fresno. The Council discussed that YARTS is a seasonal service. However, the Madera County Connection does provide service that offers this connectivity.

Testimony was received to increase routes between La Vina and the City of Madera. The County reports that additional runs were added to this destination during the 2020-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six-month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.

The need for the County of Madera, Fresno EOC, and Madera County Public Works to continue working towards installation of a second bus stop in Fairmead and that MCTC direct the agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track was submitted as part of the comments. The County of Madera reports that there was a pre-pandemic meeting to decide on the new transit stop

specific location. Follow up to obtain this information has not yet been completed. The County of Madera is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to oversee other agencies' work.

Testimony was also received for more on-time schedules and to not be skipped by Dial-A-Ride. This is, however, an operational issue. On-time performance evaluation will be performed. Additionally, a need to expand fare assistance programs to provide free rides was expressed. The County of Madera will be looking into offering a free-ride campaign.

Testimony for the need of electronic bus signs on buses and at bus stops was also received. This is an operational and marketing issue. The City of Madera and County of Madera will seek to coordinate over how to best approach this comment. The County of Madera posts information on routes on their website.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

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

In the matter of  
**FINDINGS OF THE FY 2021-22 UNMET  
TRANSIT NEEDS HEARING**

Resolution No.: **21-12**

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

**WHEREAS**, the Madera County Transportation Commission has determined that its definition of the term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation; and

**WHEREAS**, the Madera County Transportation Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that (1) are feasible, (2) have community acceptance, (3) serve a significant number of the population, (4) are economical, and (5) can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent; and

**WHEREAS**, the Madera County Transportation Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established; and

**WHEREAS**, the Madera County Transportation Commission has given consideration to the requirements pursuant to Public Utilities Code, Section 99401.5.; and

**WHEREAS**, the Madera County Transportation Commission has determined that there are no public transportation or specialized transportation services that are identified in the 2018 Regional Transportation Plan which are not being implemented and/or funded; and

**WHEREAS**, the Madera County Transportation Commission, pursuant to Public Utilities Code Section 99401.5 has noticed and held a public hearing on April 15, 2021 to receive testimony on unmet public transportation needs; and

**WHEREAS**, the Madera County Transportation Commission has considered the testimony received at said hearing; and

**NOW, THEREFORE, LET IT BE RESOLVED,** that the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2021/22 within the jurisdiction of the City of Madera, County of Madera and City of Chowchilla; and

**BE IT FURTHER RESOLVED,** the Madera County Transportation Commission staff and the Social Service Transportation Advisory Council recommend the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2021/22 within the jurisdiction of the City of Chowchilla, the City of Madera and the County of Madera.

2. Maintain existing transit systems in Madera County:  
The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

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

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

**BE IT FURTHER RESOLVED,** the Madera County Transportation Commission finds that the existing transit systems meet a continuing transit need and it is reasonable to continue the funding for the existing transit systems.

The foregoing resolution was adopted this 21<sup>st</sup> day of July 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



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

June 21, 2021

**To:**

**SUBJECT:** FY 2021/22 Unmet Transit Needs Public Hearing

Dear Mr./Ms.

On behalf of the entire Madera County Transportation Commission (MCTC) Board, I thank you for presenting your Unmet Transit Needs comments to MCTC staff. Public participation in this process is critical to ensure that the transportation needs of the community are being reasonably met.

This year we received several comments that will help improve public transportation within the Madera Region. The Social Service Transportation Advisory Council, a group comprised of local social service agency representatives and local transit agency staff, thoroughly evaluated each comment, and made subsequent recommendations to the MCTC Policy Board.

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

If you have any questions, please contact MCTC staff member Evelyn Espinosa at 675-0721.

Sincerely,

Jose Rodriguez, Chair  
Madera County Transportation Commission



# Social Service Transportation Advisory Council

## Commission Members

•

Chairman  
Jose Rodriguez  
City of Madera

•

Vice Chairman  
Tom Wheeler  
Madera County

•

Cecilia Gallegos  
City of Madera

•

Brett Frazier  
Madera County

•

Robert  
Poythress  
Madera County

•

Waseem Ahmed  
City of Chowchilla

July 21, 2021

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

**SUBJECT:** SSTAC FY 2021/22 “Unmet Transit Needs” Recommendation

Dear Chairman Rodriguez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC in weeks prior to the public hearing to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 21, 2021. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the testimony and written comments received our recommendations to the Commission are as follows:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the Commission find the following:

**1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2021/22 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.**

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

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla.

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

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

**2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.**

MCTC  
Executive Director  
Patricia Taylor  
2001 Howard Rd. Suite 201  
Madera, CA 93637  
(559) 675-0721  
(559) 675-9328 FAX

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

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

Sincerely,

**FRANK J. SIMONIS**

Frank Simonis, Chair  
Social Service Transportation Advisory Council

### Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
<b>Comments submitted via phone</b>						
1	City of Madera	Madera Metro	A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.	<b>Not an Unmet Transit Need.</b>		<b>This is an operational comment. The City of Madera will look into this. Dial-A-Ride service is available to provide service when there is no bus stop.</b>
2	City of Madera	Madera Metro	There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.	<b>Not an Unmet Transit Need.</b>		The City of Madera will look into this and discuss it with their Transit Advisory Board.
3	City of Madera	Madera Metro	There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.	<b>Not an Unmet Transit Need.</b>		The City of Madera will look into this and discuss it with their Transit Advisory Board.
<b>Comments submitted via public comment email</b>						
4	County	MCC/Eastern Madera County	Why isn't YARTS year-round on HWY 41? We live in Coarsegold, near YLP. If you don't have a car, unable to get to Oakhurst or Fresno.	<b>Not an Unmet Transit Need.</b>		<b>YARTS is a seasonal service. There is service by the Madera County Connection (MCC) that provide this connectivity.</b>
<b>Comments submitted via Unmet Transit Needs Online Survey</b>						
5	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	More on-time schedules.	<b>Not an Unmet Transit Need.</b>		<b>This is an operational issue. The County will look at their on-time performance evaluation.</b>
6	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Not being skipped by dial-a-ride	<b>Not an Unmet Transit Need.</b>		<b>This is an operational issue. The County has not received comments about mistrips.</b>
<b>Comments from Leadership Counsel for Justice and Accountability</b>						
7	City of Madera	Madera Metro	Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.	<b>Not an Unmet Transit Need.</b>		<b>This situation has arisen due to pandemic restrictions that limit the amount of passengers that the bus can transport.</b>
8	ALL	ALL	Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.	<b>Not an Unmet Transit Need.</b>		<b>Madera Metro offered free rides due to the pandemic and that status is still active. Madera County will be looking into offering a free-ride campaign.</b>

9	County	County	Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.	<b>Not an Unmet Transit Need.</b>	<b>This need will be shared with the public works department to be further examined.</b>	
10	City of Madera	Madera Metro	Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.	<b>Not an Unmet Transit Need.</b>	<b>The City reports that there are trashcans available at bus stops. However, depending on when this situation happened, the City notes that a couple of trashcans were stolen.</b>	
11	County	County	Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.	<b>Not an Unmet Transit Need.</b>	<b>The council recommends that this Need be forwarded to the appropriate agency for their knowledge.</b>	
12	ALL	ALL	Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.	<b>Not an Unmet Transit Need.</b>	<b>Operational and marketing issue. The City and County will seek to coordinate over how to best approach this comment. Madera County posts information on routes in their Madera County Connection website. The City will be reviewing the possibility of developing an ad.</b>	
13	County	MCC/Eastin Arcola-Ripperdan-La Vina	Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.	<b>Unmet Transit Need</b>	<b>Not reasonable to meet due to low ridership and cost-effectiveness</b>	<b>The County reports that additional runs were added to this destination during the 20-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.</b>

14	County	MCC/Chowchilla-Fairmead	<p>Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.</p>	<p><b>Not an Unmet Transit Need.</b></p>	<p><b>The County reports that there was a pre-pandemic meeting to decide on the new transit stop specific location. Follow up to get this information has not been forwarded yet. The County is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to oversee other agencies work.</b></p>
----	--------	-------------------------	---	--	---

---

15	Madera County Transportation Commission	Madera County Transportation Commission	<p>Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC &amp; other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.</p>	<p><b>Not an Unmet Transit Need.</b></p>	<p><b>The Madera County Transportation Commission will provide a letter with the information pertaining to this agency jurisdiction.</b></p>
----	---	---	---	--	--

---

## Análisis de comentarios recibidos durante el año fiscal 21/22 para el proceso de Necesidades Insatisfechas

Comentario #	Afiliación de la Agencia	Servicio de transporte público/Jurisdicción	Comentarios del público	¿Es una "Necesidad Insatisfecha"?	Si se identifica como un "Necesidad Insatisfecha", ¿Es "Razonable para Cumplir"?	Notas
<b>Comentarios recibidos a través del teléfono</b>						
1	City of Madera	Madera Metro	Una parada de autobús se necesita entre Roosevelt y Olive enfrente de Sierra Vista Elementary	No es una necesidad de tránsito insatisfecha.		Este es un comentario operativo. La Ciudad de Madera investigará esto. El servicio Dial-A-Ride está disponible para proporcionar el servicio cuando no hay parada de autobús.
2	City of Madera	Madera Metro	Ya existe una parada de autobús en Sunrise entre A y Vineyard, se necesita una caseta del autobús para sombra y protección contra de las inclemencias del tiempo.	No es una necesidad de tránsito insatisfecha.		La Ciudad de Madera analizará esto y lo discutirá con su Junta Asesora de Tránsito.
3	City of Madera	Madera Metro	Ya existe una parada de autobús en Olive y Martin cerca del Planet Fitness, se necesita una caseta del autobús para sombra y protección contra de las inclemencias del tiempo.	No es una necesidad de tránsito insatisfecha.		La Ciudad de Madera analizará esto y lo discutirá con su Junta Asesora de Tránsito.
<b>Comentarios recibidos a través de correo electrónico</b>						
4	Condado	Condado	¿Por qué no está YARTS en servicio todo el año en HWY 41? Vivimos en Coarsegold cerca de YLP. Si no tienes auto no puedes ir de Oakhurst a Fresno.	No es una necesidad de tránsito insatisfecha.		YARTS es un servicio de temporada. Hay servicio de Conexión del Condado de Madera (MCC) que proporciona esta conectividad.
<b>Comentarios recibidos a través de encuesta electrónica</b>						
5	Todos	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Más horarios a tiempo.	No es una necesidad de tránsito insatisfecha.		Este es un problema operativo. El Condado examinará su evaluación de desempeño del tiempo.
6	Todos	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	No ser pasado por Dial-A-Ride	No es una necesidad de tránsito insatisfecha.		Este es un problema operativo. El condado no ha recibido comentarios sobre viajes perdidos.
<b>Comentarios recibidos a través de Leadership Counsel for Justice and Accountability</b>						
7	Ciudad de Madera	Madera Metro	Los usuarios de transporte público en la ciudad de Madera informan tiempos de espera de hasta una hora para los autobuses en ocasiones, y expresaron la necesidad de que las rutas en la ciudad de Madera funcionen con más frecuencia.	No es una necesidad de tránsito insatisfecha.		Esta situación ha surgido debido a las restricciones pandémicas que limitan la cantidad de pasajeros que puede transportar el autobús.

8	Todos	Todos	<p>Los residentes y los usuarios del transporte público informan de la necesidad de ampliar los programas de asistencia de tarifas para proporcionar viajes gratis para las personas que no pueden pagar la tarifa del autobús pero que tienen necesidades de transporte público sin embargo. Esta necesidad se planteó durante la pandemia COVID-19, durante la cual muchos de los usuarios de tránsito han experimentado dificultades financieras adicionales.</p>	<p><b>No es una necesidad de tránsito insatisfecha.</b></p>	<p><b>Madera Metro ofreció viajes gratis debido a la pandemia y ese estado sigue activo. El condado de Madera buscará ofrecer una campaña de viajes gratuitos.</b></p>
9	Condado	Condado	<p>Los residentes y usuarios del transporte público informan de la necesidad de alumbrado público en La Vina y Fairmead para Asegúrese de que las primeras y últimas millas de los usuarios de transporte público estén iluminadas de manera segura.</p>	<p><b>No es una necesidad de tránsito insatisfecha.</b></p>	<p><b>Esta necesidad se compartirá con el departamento de obras públicas para ser examinada más a fondo.</b></p>
10	Ciudad de Madera	Madera Metro	<p>Los residentes y los usuarios del transporte público continúan aumentando la necesidad de botes de basura en las paradas de autobús en la Ciudad de Madera.</p>	<p><b>No es una necesidad de tránsito insatisfecha.</b></p>	<p><b>La Ciudad informa que hay botes de basura disponibles en las paradas de autobús. Sin embargo, dependiendo de cuándo sucedió esta situación, la Ciudad señala que se robaron un par de botes de basura.</b></p>
11	Condado	Condado	<p>Los residentes y usuarios de tránsito en comunidades no incorporadas han identificado calles que necesitan repavimentación e infraestructura de movilidad limpia como aceras, cruces peatonales y alumbrado público para facilitar sus primeros y últimos kilómetros y, por lo tanto, su uso del transporte público. Algunos ejemplos que se destacaron en nuestras conversaciones fueron aceras y la iluminación de las aceras a lo largo de la Avenida 9 y dentro de la subdivisión de viviendas ubicadas en La Vina, y repavimentación de carreteras hasta Rd 26 en Madera Acres, Rd 29 en Parksdale y Valerie Avenue en Madera Acres.</p>	<p><b>No es una necesidad de tránsito insatisfecha.</b></p>	<p><b>El consejo recomienda que esta necesidad se envíe a la agencia apropiada para que se les informe.</b></p>

12	Todos	Todos	<p>Los residentes y los usuarios de tránsito informan la necesidad de señales de autobús electrónicas en los autobuses y paradas de autobuses. En las paradas de autobús, una señal electrónica debe indicar la hora estimada de llegada del autobús y su destino a lo largo de su ruta actual, y las señales electrónicas en los autobuses deben confirmar la dirección en la que viaja el autobús a lo largo de su ruta con su destino final. Los residentes informan que esto mejorará en gran medida la facilidad de uso del transporte público del Condado de Madera y fomentar el incremento de número de pasajeros.</p>	<p><b>No es una necesidad de tránsito insatisfecha.</b></p>	<p><b>Problema operativo y de marketing. La Ciudad y el Condado buscarán coordinarse sobre la mejor manera de abordar este comentario. El Condado de Madera publica información sobre las rutas en su sitio web Conexión del Condado de Madera. La Ciudad revisará la posibilidad de desarrollar un anuncio.</b></p>	
13	Condado	MCC/Eastin Arcola-Ripperdan-La Vina	<p>Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.</p>	<p><b>Necesidad de tránsito insatisfecha.</b></p>	<p><b>No es razonable cumplir debido a la baja cantidad de pasajeros y rentabilidad.</b></p>	<p><b>El Condado informa que se agregaron recorridos adicionales a este destino durante el año fiscal 20-21 y que el número de pasajeros fue bajo y no rentable. Este servicio fue suspendido luego de un período de seis meses. Se llevarán a cabo más evaluaciones para determinar la viabilidad de un servicio adicional en el futuro.</b></p>
14	Condado	MCC/Chowchilla-Fairmead	<p>Por último, los residentes y usuarios de tránsito en Fairmead han elevado la necesidad de seguir trabajando hacia la instalación de una segunda parada de autobús en Fairmead. Como lo entendemos, el estado de este proyecto está pendiente de la colaboración entre Fresno EOC y Madera County Public Obras. Pedimos que MCTC dirija a estas agencias a continuar su trabajo en este proyecto tan pronto como sea posible y supervisar el progreso para asegurar que este proyecto se mantenga en el buen camino.</p>	<p><b>No es una necesidad de tránsito insatisfecha.</b></p>	<p><b>El condado informa que hubo una reunión previa a la pandemia para decidir la ubicación específica de la nueva parada de tránsito. El seguimiento para obtener esta información aún no se ha sido recibido. El condado espera continuar coordinando con la comunidad de Fairmead para decidir la ubicación. Está fuera de la jurisdicción de MCTC supervisar otras agencias.</b></p>	



15

Madera County  
Transportation  
Commission

Madera County  
Transportation  
Commission

Por último, nuestra organización solicita un desglose de los fondos de transporte (ya sea de dólares de fondos generales, ingresos fiscales locales, fondos de subvenciones o cualquier otra fuente de ingresos) y los gastos en transporte y proyectos relacionados con el tránsito durante los últimos dos años en el condado de Madera Ciudad de Madera y Ciudad de Chowchilla. Esto será útil para que podamos comprender mejor los proyectos de transporte y tránsito que MCTC y otras agencias relevantes en el condado de Madera han priorizado con los fondos que han estado disponibles en los últimos años.

**No es una necesidad de tránsito insatisfecha.**

**La Comisión de Transporte del Condado de Madera proporcionará una carta con la información bajo la jurisdicción de esta agencia.**

### **FY 21-22 Unmet Needs Response to Comment**

This letter is to complement the response to comment # 15 received during the FY 21/22 Unmet Transit Needs Process. Refer to the “Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process” Matrix for the full comment and original response.

MCTC staff has gathered transportation funding information for the last two fiscal years for funds that MCTC administers or has at least some involvement in some capacity. Information on funds that go directly to the local agencies such as gas taxes (HUTA, SB-1), etc. are not available to MCTC and are not captured with this report. That information can be requested directly from the local agencies. Also, please note that projects that use the funding sources listed in this report are determined by the local agencies and not by MCTC.

**CMAQ**- federal funding apportioned to agencies. Eligible projects include transportation related projects that improve air quality by reducing emissions and dust particulates. Recent projects in Madera County have included shoulder paving projects, transit vehicle purchases, traffic signal coordination, electric charging stations, and a roundabout. Projects are awarded CMAQ funds through a competitive grant process every 2-3 years.

**RSTP-STBG**- federal funding apportioned to agencies. Eligible projects include street and road projects on the federal-aid system, street maintenance, transit, and pedestrian projects. Agencies in Madera County primarily use these funds for street maintenance activities.

**Section 5307**- federal funding for urbanized areas. Eligible projects include transit operations and capital.

**Section 5311**- federal funding apportioned for rural transit agencies. Eligible projects include transit operations and capital.

**Section 5339**- federal funding apportioned to urbanized areas. Eligible projects include transit capital.

**CARES Act, CRSSAA, American Rescue Plan**- federal funding made available due to COVID-19 pandemic response. Primarily for transit expenditures.

**LTF-** state funding program derived from statewide sales tax (.25%). Eligible projects include transit, rail, planning, and street & road projects. Agencies in Madera County primarily use street funds on street maintenance activities.

**STA-** state funding program derived from sales tax on diesel fuel. Eligible projects include transit operations and capital.

**LCTOP-** state funding program under the Greenhouse Gas Reduction Fund. Eligible projects include transit capital.

**SGR-** state funding program under SB-1. Eligible projects include transit capital.

**Measure T-** half-cent sales tax in Madera County dedicated for transportation purposes. Sunsets in 2027. Programs include regional projects, local rehab, street maintenance, ADA related projects, transit enhancement projects, and environmental enhancement projects.

## Transportation Funding

### Breakdown of Programmed Revenues by Funding Source

#### FEDERAL FUNDS

<u>CMAQ</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
(Grant)		2,030,679	2,053,440
<u>RSTP-STBG</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
		1,769,959	1,784,817
<u>Section 5307</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
(Madera UZA)	Transit	2,282,467	2,279,552
<u>Section 5311</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
(Rural)	Transit	455,404	438,610
<u>Section 5339</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
	Transit Capital	193,397	209,830
<u>CARES Act</u>		<u>FY 20-21</u>	
(COVID-19)	Transit	6,440,671	
<u>CRSSAA</u>		<u>FY 20-21</u>	
(COVID-19)	Streets	1,559,702	
	Transit	1,203,976	
<u>American Rescue Plan</u>		<u>FY 20-21</u>	
	Transit	625,427	

#### LOCAL FUNDS

<u>Measure T</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
	Regional Projects	6,146,471	5,030,348
	Local Rehab	3,218,048	2,633,690
	Street Maintenance	2,799,702	2,291,310
	ADA	64,361	52,674
	Transit	257,443	210,695
	Environmental Enhancement	257,443	210,695
	Admin	128,722	105,800
	<b>Total</b>	<b>12,872,190</b>	<b>10,535,212</b>

#### STATE FUNDS

<u>LTF</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
	Rail	23,506	22,387
	Transit	1,117,946	1,101,345
	Ped & Bike	87,746	88,266
	Streets & Roads	3,013,549	3,068,924
	Planning	144,575	132,400
	<b>Total</b>	<b>4,387,322</b>	<b>4,413,322</b>
<u>STA</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
	Transit	849,924	1,424,245
<u>LCTOP</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
	Transit Capital	168,166	298,667
<u>SGR</u>		<u>FY 20-21</u>	<u>FY 19-20</u>
	Transit Capital	241,762	220,071



# SSTAC Recommendation and Unmet Transit Needs Process

July 2021

1

## Unmet Transit Needs Process



- Overview
- Defining an Unmet Need
- Determining if an Unmet Need is Reasonable to Meet
- Public Hearing Process
- Meet with the Social Service Transportation Advisory Council
- Board Approves findings
- Conclusion/Questions

2

2

## Overview



- The unmet transit needs process is an annual review of transit needs of individuals or groups.
- Public hearings are held on an annual basis to determine unmet needs and receive comments from the public.
- Unmet transit need comments are also received and analyzed throughout the year.
- It is recommended that any complaint about a particular service or driver should be communicated at the time of the incident to the transit agency
- MCTC will continue to present and disseminate informational outreach around the Madera Region

3

3

## Defining an Unmet Need



### Madera County Transportation Commission Definition of “Unmet Transit Needs”

- Includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation

4

4

## Determining if an Unmet Need is Reasonable to Meet



- A transit need must pass the “reasonable to meet” definition.
- MCTC’s Definition of the term “Reasonable to Meet”
  - Shall apply to all related public or specialized transportation services that:
    - Are feasible;
    - Have community acceptance;
    - Serve a significant number of the population;
    - Are economical; and
    - Can demonstrate cost effectiveness

5

5

## Unmet Needs Public Hearing Process



- Each fiscal year Madera County Transportation Commission must adopt one of the following findings:
  1. There are no unmet transit needs
  2. There are no unmet transit needs that are reasonable to meet.
  3. There are unmet transit needs, including those that are reasonable to meet.

6

6

## Unmet Needs Public Hearing Process



- As the administrator of Transportation Development Act (TDA) funds for Madera County, MCTC is charged with performing the annual Unmet Transit Needs process.
- The purpose of this process is to ensure that all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads.

7

7

## Unmet Needs Public Hearing Process



- MCTC typically performs the following to obtain comments from the public:
  - Social media posts and website updates
  - Public hearing notice published at least 30 days before hearing date
  - Visually appealing fliers posted around the County in key locations
  - Comment cards posted in MCTC offices and onboard transit systems
  - Online public comment form
  - Community workshops

8

8



## Social Service Transportation Advisory Council (SSTAC)



- The SSTAC was established under the requirements of the Transportation Development Act (TDA), to ensure that unmet transit needs are identified within Madera County.
- The SSTAC reviews information on possible unmet transit needs as part of the Unmet Transit Needs process.

9

9

## Summary of Each Unmet Transit Need and the SSTAC's Recommendation



### Unmet Transit Needs by System and SSTAC Determination

- **Chowchilla Area Transit Express (CATX)**
  - None to report.

10

10

## Agency Response and the SSTAC's Recommendation



### City of Madera Response and SSTAC Determination

1. A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.  
**Not an Unmet Transit Need.** This is an operational comment. The City of Madera will look into this. Dial-A-Ride service is available for to provide service when there is no bus stop.
2. There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.  
**Not an Unmet Transit Need.** The City of Madera will look into this and discuss with their Transit Advisory Board.
3. There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.  
**Not an Unmet Transit Need.** The City of Madera will look into this and discuss with their Transit Advisory Board.

## Agency Response and the SSTAC's Recommendation



### City of Madera Response and SSTAC Determination

1. Transit users in the City of Madera report up to one hour wait times for buses on occasion and expressed the need for routes in the City of Madera to run more frequently.  
**Not an Unmet Transit Need.** This situation has arisen due to pandemic restrictions that limit the amount of passengers that the bus can transport.
2. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.  
**Not an Unmet Transit Need.** The City reports that there are trashcans available at bus stops. However, depending on when this situation happened, the City notes that a couple of trashcans were stolen.

## Summary of Each Unmet Transit Need and the SSTAC's Recommendation (Cont.)



### • Madera County Connection (MCC)

1. Year-Round Why YARTS year-round on HWY 41 to get to Oakhurst or Fresno.  
**Not an Unmet Transit Need.** YARTS is a seasonal service. There is service by the Madera County Connection (MCC) that provide this connectivity.
2. Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.  
**Not an Unmet Transit Need.** This need will be shared with the public works department to be further examined.
3. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.  
**Not an Unmet Transit Need.** The council recommends that this Need be forwarded to the appropriate agency for their knowledge.

13

13

## Summary of Each Unmet Transit Need and the SSTAC's Recommendation (Cont.)



### Unmet Transit Needs by System and SSTAC Determination

#### • Madera County Connection (MCC)

1. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.  
  1. **Unmet Transit Need not Reasonable to Meet due to Low Ridership.** The County reports that additional runs were added to this destination during the 20-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.

14

14

# Summary of Each Unmet Transit Need and the SSTAC’s Recommendation (Cont.)



## Unmet Transit Needs by System and SSTAC Determination

- **Madera County Connection (MCC)**

1. Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.

1. Not an Unmet Need. The County reports that there was a pre-pandemic meeting to decide on the new transit stop specific location. Follow up to get this information has not been forwarded yet. The County is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to direct agencies to continue their work and to oversee it.

15

15

## Other Comments Received During UTN Process



### Notable comments received and SSTAC response

- More on-time schedules(All Systems)
  - **Not an Unmet Transit Need.** *This is an operational issue. The County will look at their on-time performance evaluation.*
- Not being skipped by dial-a-ride. (All Systems)
  - **Not an Unmet Transit Need.** *This is an operational issue. The County has not received comments about mistrips.*
- Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.(City of Madera)
  - **Not an Unmet Transit Need.** *Madera Metro offered free rides due to the pandemic and that status is still active. Madera County will be looking into offering a free-ride campaign.*
- Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.
  - **Not an Unmet Transit Need.** *The Madera County Transportation Commission will provide a letter with the information pertaining to this agency jurisdiction.*

16

16

## Recommendations



The MCTC staff and SSTAC considered each comment received and recommend the Commission find the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs reasonable to meet at this time in the FY 2021/22 within the jurisdictions of the City of Madera, City of Chowchilla and County of Madera.

17

17

## Recommendations



The MCTC staff and SSTAC considered each comment and recommend the Commission find the following:

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Chowchilla Area Transit Express; Madera County Connection; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

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

**City of Chowchilla**

The Chowchilla Area Transit Express (CATX) provides demand-response transportation to the general public in a service area that encompasses the City of Chowchilla.

**City of Madera**

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

**County of Madera**

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

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities, with the Escort Service also service the Madera Ranchos area.

18

18



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 5-C

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Award Contract – Public Outreach Coordination for the 2022 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)

**Enclosure:** No

**Action:** Award contract to DKS Associates in an amount not to exceed \$100,000

**SUMMARY:**

The effectiveness of regional transportation planning and programming is contingent upon meaningful awareness and inclusive involvement of interested persons. A clear understanding of transportation options, issues, and constraints helps induce participation to better identify projects and policies able to address community needs. A focused public involvement process to facilitate comprehensive and coordinated planning efforts will ensure effective broad-based participation in the development and review of regional plans and programs. MCTC staff will work with a consultant in developing new outreach strategies to update existing outreach guidelines and implement focused outreach activities and strategies for long-range regional transportation planning and programming efforts. The role of the selected contractor will be to work with MCTC on several key areas of the comprehensive outreach process.

A Request for Proposals was released on June 9, 2021. Staff received two proposals, scored the proposals according to the established criteria, and the results of the scoring are as follows:

1. DKS Associates – 96/100
2. JPW Communications – 87/100

After conducting the RFP process, scoring and evaluating the submitted proposals, MCTC staff recommends retaining the firm DKS Associates in an amount not to exceed \$100,000 to assist in public outreach activities for the 2022 RTP/SCS planning effort.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 7-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Executive Minutes – June 23, 2021

**Enclosure:** Yes

**Action:** Approve Minutes

**SUMMARY:**

Attached are the Executive Minutes for the June 23, 2021 Policy Board Meeting

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**MADERA COUNTY TRANSPORTATION COMMISSION**

**EXECUTIVE MINUTES**

**Date:** June 23, 2021  
**Time:** 3:01 pm  
**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  
Leticia Gonzalez, Supervisor, County of Madera  
Cecelia Gallegos, Council Member, City of Madera  
Robert Poythress, Supervisor, County of Madera

**Members Absent:** Brett Frazier, Supervisor County of Madera

**Policy Advisory Committee:** Above Members, David Padilla, Caltrans District 06, Senior Transportation Planner

**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. Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2020-21  
**Action:** Approve Resolution 21-03 Amendment No. 1
- B. Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) Housing Planning Grants Program Receipt of Additional Funding – Amendment No. 1  
**Action:** Information and Discussion Only
- C. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 1 – (Type 3 – Formal)  
**Action:** Ratify
- D. Congressionally Directed Surface Transportation Project Funding  
**Action:** Information and Discussion Only
- E. California State Broadband Action Plan  
**Action:** Information and Discussion Only
- F. Notice of Availability for the Draft Version of the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study  
**Action:** Information and Discussion Only

#### Transportation Consent Calendar Action on Items A-F.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Cecelia Gallegos to approve Transportation Consent Calendar Items A-F. 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- Absent  
Commissioner Cecelia Gallegos – Yes  
Commissioner Leticia Gonzalez - Yes  
Vote passed 6-0

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

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

Chairman Jose Rodriguez opened the floor for public comments at 3:08 p.m.

Hearing no comments, the floor was closed.

**Action:** Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to approve the 2021 Conformity Analysis – Resolution 21-09. 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 – Absent

Commissioner Cecelia Gallegos – Yes

Commissioner Leticia Gonzalez - Yes

Vote passed 6-0

**MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION**

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

Upon motion by Commissioner Robert Poythress, seconded by Commissioner Waseem Ahmed 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 – Absent

Commissioner Cecelia Gallegos – Yes

Commissioner Leticia Gonzalez - Yes

Vote passed 6-0

**7. ADMINISTRATIVE CONSENT ITEMS**

**A. Approval of Executive Minutes of the May 19, 2021 Regular Meeting.**

**Action:** Approve Minutes of the May 19, 2021 Regular Meeting

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

**Action:** Accept TDA Compliance Audit Report: City of Madera

- C. Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 3, Resolution 20-09 Amendment No. 3  
**Action:** Approve Resolution 20-08 Amendment No. 3 and Resolution 20-09 Amendment No. 3
- D. ADA Public Notice and Grievance Procedure – Resolution 21-10  
**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
- E. MCTC Voluntary COVID Vaccination Policy and Declination Form  
**Action:** Amend Employee Manual to include Voluntary COVID Vaccination Policy and Declination Form
- F. Social Services Transportation Advisory Council (SSTAC) Member Appointment and Vacancies  
**Action:** Appoint applicant to the Social Service Transportation Advisory Council
- G. Report of Closed Session Item from May 19, 2021, Policy Board Meeting  
**Action:** No action required
- H. Award Contract – Lobbying and Intergovernmental Services  
**Action:** Authorize staff to enter a contract with Khouri Consulting in the amount not to exceed \$60,000

**Approval Administrative Consent Calendar Action A-H**

Consent Item 7-H was pulled from the Calendar for Discussion. Item 7-H action was amended to authorize staff to enter a contract with Khouri Consulting in the amount not to exceed \$60,000 subsequent to approval of local jurisdictions membership dues.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to approve the Administrative Consent Calendar Items A-H. 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 – Absent  
 Commissioner Cecelia Gallegos – Yes  
 Commissioner Leticia Gonzalez - 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**

None

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

None

**OTHER ITEMS**

**11. MISCELLANEOUS**

A. Items from Caltrans

David Padilla, Caltrans District 06 Senior Transportation Planner, 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:

- MCTC staff will be applying for the RAISE Grant. A letter of support will be requested from each local jurisdiction, local businesses/agencies, mayors, and Caltrans District 6.
- MCTC Staff will be meeting with the Governor’s office, Caltrans HQs, and CTC staff concerning local transportation projects and the need to finish SR 99. TCAG and MCAG staff will also be in attendance. The meeting is scheduled for June 29-30, 2021.
- Caltrans will be hosting a SR 99 Summit. The Summit is anticipated to be scheduled in September/October.

C. Items from Commissioners

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



**12. CLOSED SESSION**

**13. ADJOURNMENT**

Meeting adjourned at 3:45 p.m.

Next meeting scheduled for Wednesday, July 21, 2021

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written above the typed name.

Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 7-B

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Revised FY 2021-22 Member Assessment Fees

**Enclosure:** Yes

**Action:** Approve revised 2021-22 Member Assessment Fee Schedule

**SUMMARY:**

The FY 2021-22 member assessment fee schedule was approved at the April 21, 2021 Policy Board meeting. After the April Policy Board meeting, additional Policy Board actions were taken at subsequent meetings, including the approval of retaining a lobbying consultant. This action necessitates the need to increase the proposed member assessment fees to \$105,000. Attached to this item is a revised member assessment fee schedule.

**FISCAL IMPACT:**

The fiscal impact would be an increase in revenues and related expenses of \$67,000 to the approved 2021-22 Overall Work Program and Budget.

# Madera County Transportation Commission

## Proposed Member Assessment Fee Schedule REVISED

Annual Valley Voice Program Budget	\$102,125
Prior fiscal years carryover	\$2,875
Amount Needed FY 2021-22	<u>\$ 105,000</u>

Member	DOF (E-1) Population 05/01/20	Percent	Proportional Amount
Chowchilla	12,329	7.99%	\$ 8,390
Madera	66,225	41.38%	\$ 43,449
County	80,340	50.63%	\$ 53,161
	158,894	100.00%	\$ 105,000

### History of Member Assessment Fees

	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Chowchilla	\$1,598	\$2,237	\$2,638	\$2,956	\$8,390			
Madera	\$8,430	\$11,802	\$14,171	\$15,311	\$43,449			
County	\$9,972	\$13,961	\$17,191	\$18,733	\$53,161			
	\$20,000	\$28,000	\$34,000	\$37,000	\$105,000	\$0	\$0	\$0

Actual Expenses \$34,393.08    \$35,405.97    \$35,410.96

Carryforward    \$14,393.08    \$7,405.97    \$1,410.96    \$0.00    \$0.00    \$0.00    \$0.00

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Chowchilla	\$722	\$722	\$527	\$599	\$1,432	\$1,482	\$1,877	\$2,188
Madera	\$3,763	\$3,763	\$2,644	\$3,159	\$7,414	\$7,893	\$9,751	\$11,582
County	\$5,515	\$5,515	\$3,804	\$4,000	\$9,189	\$9,746	\$12,189	\$14,458
	\$10,000	\$10,000	\$6,975	\$7,758	\$18,035	\$19,121	\$23,817	\$28,228

Actual Expenses \$6,975.18    \$7,757.63    \$15,010.17    \$14,878.83    \$25,852.24    \$31,349.44    \$19,071.48    \$34,203.46

Carryforward    -\$3,024.82    -\$2,242.37    \$8,035.17    \$7,120.83    \$7,817.24    \$12,228.44    -\$4,745.52    \$5,975.46

<u>Cum. Total Fees</u>	<u>Cum. Actual Expenses</u>	<u>Difference</u>
\$205,934	\$260,308.44	\$54,374.44

Info thru FY 19-20

<u>Avg/Yr-Cum.</u>	<u>Avg/Last 5yrs</u>
\$18,721.27	\$29,445.60



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 7-C  
**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Transportation Development Act (LTF, STA) – FY 2021-22 Allocations, LTF Resolution 21-13, STA Resolution 21-14

**Enclosure:** Yes

**Action:** Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 21-13, STA Resolution 21-14

**SUMMARY:**

At the May 19, 2021 Board Meeting, the MCTC Board approved the FY 2021-22 LTF & STA apportionments.

**Local Transportation Fund (LTF):** Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2021-22 is \$4,667,095. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

**State Transit Assistance (STA):** Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2021-22, there is \$549,330,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is \$1,128,582.

The County of Madera and the City of Madera have submitted applications to allocate their apportionments.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



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

In the matter of <b>ALLOCATION OF FY 2021-22          LOCAL TRANSPORTATON FUND</b>	Resolution No.: <b>21-13</b>
---	------------------------------

**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,** \$110,000 has been apportioned for Administration, \$91,142 has been reserved for Pedestrian and Bicycle facilities, and

**WHEREAS,** the Local Agencies have agreed to a MCTC expenditure of \$136,713 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

**WHEREAS,** there is the sum of \$4,557,095 to be allocated from LTF, 2021-22;

**WHEREAS,** the Madera County Transportation Commission has made the finding in Resolution No. 21-12 that there are no substantial unmet transit needs that are reasonable to meet in FY 2021-22 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

**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

Unallocated		\$ 346,204
Pedestrian & Bicycle Projects		\$ 7,289
MCTC Planning Services	\$ 10,933	

(B) City of Madera

Madera Metro, Intermodal		\$ 783,856
Pedestrian & Bicycle Projects		\$ 38,057
MCTC Planning Services	\$ 57,085	
Street & Road Projects	\$ 1,023,851	

(C) County of Madera

Amtrak		\$ 25,000
MCC, Demand Response		\$ 112,060
Pedestrian & Bicycle Projects		\$ 45,796
MCTC Planning Services	\$ 68,695	
Street & Road Projects	\$ 2,038,269	

The foregoing resolution was adopted this 21st day of July 2021 by the following vote:

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

\_\_\_\_\_  
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**

In the matter of <b>ALLOCATION OF FY 2021-22          STATE TRANSIT ASSISTANCE FUND</b>	Resolution No.: <b>21-14</b>
--	------------------------------

**WHEREAS,** State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,128,582, an increase of \$278,658 from the previous year’s revised 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;

**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	2021-22 STA
City of Chowchilla	
Unallocated	\$ 112,603
City of Madera	
Madera Metro, DAR, Intermodal	\$ 464,103
County of Madera	
MCC, Demand Response	\$ 551,876

The foregoing resolution was adopted this 21st day of July 2021 by the following vote:

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

\_\_\_\_\_  
Chairman, Madera County Transportation Commission

\_\_\_\_\_  
Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 7-D

**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

---

**SUBJECT:**

Social Services Transportation Advisory Council (SSTAC) Members Appointments and Vacancies

**Enclosure:** Yes

**Action:** Appoint applicants to the Social Service Transportation Advisory Council

**SUMMARY:**

The Madera County Transportation Commission (MCTC) advertised Social Services Transportation Advisory Council (SSTAC) vacancies in two categories:

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

MCTC Staff received applications for both categories.

**Appointments**

Alycia Falley is the Department and Training Worker Supervisor for the Madera County Department of Social Services. She applied for the Local Service Provider for Disabled vacancy.

Michelle Hernandez, Employment and Training Supervisor for the Madera County Department of Social Services. She applied for the Representatives of the Local Social Service Providers for Seniors vacancy.

MCTC Staff recommends approval of their applications to join the SSTAC. The applications are included with this packet. The term of appointment shall be for three years and may be renewed.

**Vacancies**

There are vacancies in the following categories.

- Local social service providers for seniors, including one representative of a social service transportation provider, if one exists.

MCTC Staff will continue reaching out and advertising to get these vacancies filled.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.





MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: 06/17/2021

NAME/NOMBRE: Alycia Falley

HOME ADDRESS/DIRECCION: [Redacted]
Street/ Calle City/ Ciudad Zip Code/ Código Postal

WORK ADDRESS/ DIRECCION DE EMPLEO: [Redacted]
Street/ Calle City/ Ciudad Zip Code/ Código Postal

PHONE/ TEL: Home/Casa: [Redacted] Cell: [Redacted] Work/Empleo: [Redacted]

EMAIL/ Correo electrónico: [Redacted]

Request to Represent/ Solicitud para representar:

- Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
Potential Transit User Who Is Disabled/ Usuario potencial de transporte público que esta deshabilitado
[X] Representative of the Local Service Provider for Disabled/ Representante del proveedor de servicios locales para discapacitados
Representative of a Local Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios locales para personas de recursos limitados
Representative from the Local Consolidated Transportation Service Agency/ Representante de la Agencia de Transporte Consolidado Local

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.
(Use additional space if needed) /Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)

I would be a beneficial member of the Social Services Transportation Advisory Council as I am uniquely qualified to assess the requirements for quality transportation in our under served, under employed population. Affordable and accessible transportation is essential for the hiring process and maintaining of employment for our clientele. I am dedicated to the success of my client base.

Provide any additional information you believe will be helpful during the applicant review process.
(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

I have been employed in the employment services field for over 15 years. I have been a job club facilitator, family stabilization worker and a advocate for social security customers and understand their need for stable affordable transportation.

Signature/ Firma: [Handwritten Signature]





**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 9-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Measure "T" Fund Compliance Audit Report for FY ending June 30, 2020: City of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2020

**SUMMARY:**

MCTA has received the Measure "T" Compliance Audit Report 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.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND**

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

**FOR THE YEAR ENDED  
JUNE 30, 2020**

CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
JUNE 30, 2020

TABLE OF CONTENTS

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT.....	1
FINANCIAL STATEMENTS:	
BALANCE SHEET .....	4
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE.....	5
NOTES TO THE FINANCIAL STATEMENTS .....	6
REQUIRED SUPPLEMENTARY INFORMATION:	
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL.....	10
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION .....	11
SUPPLEMENTARY INFORMATION:	
BALANCE SHEET BY FUNDING SOURCE .....	14
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE BY FUNDING SOURCE .....	15
COMPLIANCE REPORT:	
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 <i>GOVERNMENT AUDITING STANDARDS</i> AND THE RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION.....	19



## INDEPENDENT AUDITOR'S REPORT

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

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Measure "T" Fund 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 Measure "T" Fund's 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 an opinion 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 Measure "T" Fund. 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.

### **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure "T" Fund of the City as of June 30, 2020, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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

## Emphasis of Matter

As discussed in Note 1, the financial statements present only the Measure "T" Fund and do not purport to, and do not present fairly the financial position of the City as of June 30, 2020, and the changes in its financial position 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 schedule on pages 10-11 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.

### *Supplementary Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Measure "T" Fund financial statements. The Balance Sheet by Funding Source and the Schedule of Revenues, Expenditures and Changes in Fund Balance by Funding Source (the Schedules) are presented for purposes of additional analysis and are not a required part of the financial statements.

The Schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules are fairly stated, in all material respects, in relation to the financial statements as a whole.

## Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated July 9, 2021, on our consideration of the City's internal control over financial reporting as it relates to the Measure "T" Fund 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 Measure "T" Fund.

*Price Pange & Company*

Clovis, California  
July 9, 2021

## FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
JUNE 30, 2020**

Item 9-9-A.

**ASSETS**

Cash and investments	\$ 9,692,122
Due from other government	<u>1,072,847</u>
Total assets	<u><u>\$ 10,764,969</u></u>

**LIABILITIES**

Accounts payable	<u>\$ 17,337</u>
Total liabilities	<u>17,337</u>

**DEFERRED INFLOWS OF RESOURCES**

Unavailable revenues	<u>1,072,847</u>
Total deferred inflows of resources	<u>1,072,847</u>

**FUND BALANCE**

Restricted for highway and streets	<u>9,674,785</u>
Total fund balance	<u>9,674,785</u>
Total liabilities, deferred inflows of resources, and fund balance	<u><u>\$ 10,764,969</u></u>

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2020**

**REVENUES**

Measure "T" sales tax	\$ 1,384,545
Interest	<u>202,537</u>
Total revenues	<u>1,587,082</u>

**EXPENDITURES**

## Current:

Highway and streets	<u>1,275,009</u>
Total expenditures	<u>1,275,009</u>

Excess (deficiency) of revenues  
over (under) expenditures

312,073

**OTHER FINANCING SOURCES (USES)**

Transfers out	<u>(829,260)</u>
Total other financing sources (uses)	<u>(829,260)</u>

Net change in fund balance (517,187)

Fund balance - beginning 10,191,972

Fund balance - ending \$ 9,674,785



**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION**

**Description of Reporting Entity**

The accompanying financial statements present only the Measure "T" Fund as recorded in the City of Madera (the City) and are not intended to present fairly the financial position, change in financial position or cash flows of the City with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the Measure "T" Fund 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 City's significant accounting policies associated to the Measure "T" Fund are described below.

The Measure "T" Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. 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 revenues reported in the governmental funds to be available if the revenues are collected within sixty days after year-end for all revenues except grants, which use a six-month availability period. The primary revenue sources, which have been treated as susceptible to accrual by the Measure "T" Fund are intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

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

**Unavailable Revenue**

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations.

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION** (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 the 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

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  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020**

**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 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES**

In addition to assets, the balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. The Measure "T" Fund has no items to report in this category.

In addition to liabilities, the balance sheet will sometimes report a section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Measure "T" Fund has one type of deferred inflows, unavailable revenues, which totaled \$1,072,847 as of June 30, 2020.

**NOTE 4 – TRANSFERS**

Transfers for the year ended June 30, 2020 are summarized as follows:

	<u>Transfers Out</u>
Measure "T" Fund	\$ 829,260

The Measure "T" Fund transferred amount was to supplement the streets operations.

**NOTE 5 – 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**  
**MEASURE "T" FUND**  
**STATEMENT OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCES – BUDGET AND ACTUAL**  
**FOR THE YEAR ENDED JUNE 30, 2020**

	Original Budget	Final Budget	Actual	Variance with Final Budget
<b>REVENUES</b>				
Measure "T" sales tax	\$ 2,113,275	\$ 2,113,275	\$ 1,384,545	\$ (728,730)
Interest	-	-	202,537	202,537
Total revenues	<u>2,113,275</u>	<u>2,113,275</u>	<u>1,587,082</u>	<u>(526,193)</u>
<b>EXPENDITURES</b>				
Highway and streets	<u>1,437,446</u>	<u>8,126,130</u>	<u>1,275,009</u>	<u>6,851,121</u>
Total expenditures	<u>1,437,446</u>	<u>8,126,130</u>	<u>1,275,009</u>	<u>6,851,121</u>
Excess (deficiency) of revenues over (under) expenditures	<u>675,829</u>	<u>(6,012,855)</u>	<u>312,073</u>	<u>6,324,928</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	<u>(897,474)</u>	<u>(897,474)</u>	<u>(829,260)</u>	<u>68,214</u>
Total other financing sources (uses)	<u>(897,474)</u>	<u>(897,474)</u>	<u>(829,260)</u>	<u>68,214</u>
Net change in fund balance	(221,645)	(6,910,329)	(517,187)	6,393,142
Fund balance - beginning	<u>10,191,972</u>	<u>10,191,972</u>	<u>10,191,972</u>	<u>-</u>
Fund balance - ending	<u>\$ 9,970,327</u>	<u>\$ 3,281,643</u>	<u>\$ 9,674,785</u>	<u>\$ 6,393,142</u>

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE YEAR ENDED JUNE 30, 2020**

**BUDGETARY INFORMATION**

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

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

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 Measure "T" Fund.

*THIS PAGE IS LEFT BLANK INTENTIONALLY.*

OTHER SUPPLEMENTARY INFORMATION



**CITY OF MADERA, CALIFORNIA**  
**MEASURE "T" FUND**  
**BALANCE SHEET BY FUNDING SOURCE**  
**JUNE 30, 2020**

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>ASSETS</b>					
Cash and investments	\$ 7,518,386	\$ 1,542,552	\$ 379,044	\$ 252,140	\$ 9,692,122
Due from other government	<u>523,341</u>	<u>465,773</u>	<u>41,866</u>	<u>41,867</u>	<u>1,072,847</u>
Total assets	<u>\$ 8,041,727</u>	<u>\$ 2,008,325</u>	<u>\$ 420,910</u>	<u>\$ 294,007</u>	<u>\$ 10,764,969</u>
<b>LIABILITIES</b>					
Accounts payable	\$ 6,328	\$ -	\$ 4,449	\$ 6,560	\$ 17,337
Total liabilities	<u>6,328</u>	<u>-</u>	<u>4,449</u>	<u>6,560</u>	<u>17,337</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>					
Unavailable revenues	<u>523,341</u>	<u>465,773</u>	<u>41,866</u>	<u>41,867</u>	<u>1,072,847</u>
Total deferred inflows of resources	<u>523,341</u>	<u>465,773</u>	<u>41,866</u>	<u>41,867</u>	<u>1,072,847</u>
<b>FUND BALANCES</b>					
Restricted for highway and streets	<u>7,512,058</u>	<u>1,542,552</u>	<u>374,595</u>	<u>245,580</u>	<u>9,674,785</u>
Total fund balances	<u>7,512,058</u>	<u>1,542,552</u>	<u>374,595</u>	<u>245,580</u>	<u>9,674,785</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 8,041,727</u>	<u>\$ 2,008,325</u>	<u>\$ 420,910</u>	<u>\$ 294,007</u>	<u>\$ 10,764,969</u>

**CITY OF MADERA, CALIFORNIA**  
**MEASURE "T" FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**BY FUNDING SOURCE**  
**FOR THE YEAR ENDED JUNE 30, 2020**

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>REVENUES</b>					
Measure "T" sales tax	\$ 675,389	\$ 601,096	\$ 54,029	\$ 54,031	\$ 1,384,545
Interest	<u>149,561</u>	<u>38,880</u>	<u>7,603</u>	<u>6,493</u>	<u>202,537</u>
Total revenues	<u>824,950</u>	<u>639,976</u>	<u>61,632</u>	<u>60,524</u>	<u>1,587,082</u>
<b>EXPENDITURES</b>					
Current:					
Highway and streets	<u>742,441</u>	<u>254,215</u>	<u>109,303</u>	<u>169,050</u>	<u>1,275,009</u>
Total expenditures	<u>742,441</u>	<u>254,215</u>	<u>109,303</u>	<u>169,050</u>	<u>1,275,009</u>
Excess (deficiency) of revenues over (under) expenditures	<u>82,509</u>	<u>385,761</u>	<u>(47,671)</u>	<u>(108,526)</u>	<u>312,073</u>
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers out	<u>(2,344)</u>	<u>(826,916)</u>	<u>-</u>	<u>-</u>	<u>(829,260)</u>
Total other financing sources (uses)	<u>(2,344)</u>	<u>(826,916)</u>	<u>-</u>	<u>-</u>	<u>(829,260)</u>
Net change in fund balances	80,165	(441,155)	(47,671)	(108,526)	(517,187)
Fund balances - beginning	<u>7,431,893</u>	<u>1,983,707</u>	<u>422,266</u>	<u>354,106</u>	<u>10,191,972</u>
Fund balances - ending	<u>\$ 7,512,058</u>	<u>\$ 1,542,552</u>	<u>\$ 374,595</u>	<u>\$ 245,580</u>	<u>\$ 9,674,785</u>

*THIS PAGE IS LEFT BLANK INTENTIONALLY.*

## COMPLIANCE REPORT

*THIS PAGE IS LEFT BLANK INTENTIONALLY.*



The Place to Be

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN  
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE  
RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure "T" Fund 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 Measure "T" Fund financial statements, and have issued our report thereon dated July 9, 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 Measure "T" Fund, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses 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 Measure "T" Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the Measure "T" Fund. 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  
July 9, 2021



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 9-B

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Measure T FY 2021-22 Draft Annual Work Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Per Authority policy the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure T program. The AWP recognizes funds available for projects according to the Measure T Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. The Draft Annual Work Program only includes budgets for the 2021-22 fiscal year and does not yet contain any prior year reports. The final Annual Work Program will be presented for approval at the September Board meeting.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.





# ANNUAL WORK PROGRAM

\*DRAFT\*

Fiscal Year  
2021-22

TABLE OF CONTENTS

FY 2021-22 Measure T Allocation ..... 6

Measure “T” Programming Summary ..... 7

LOCAL AGENCY ANNUAL EXPENDITURE PLANS ..... 8

    Madera County Transportation Authority ..... 9

    County of Madera..... 13

    City of Madera..... 15

    City of Chowchilla..... 17

REPORTS ..... 20

    End of Year Reports ..... 21

        Madera County Transportation Authority ..... 21

        County of Madera..... 23

        City of Madera..... 25

        City of Chowchilla..... 29

    Other Reports ..... 32

APPENDIX ..... 34

    Map of Avenue 12 Interchange Project ..... 35

    Map of Ellis Street Overcrossing Project..... 36

    Map of 4<sup>th</sup> Street Widening ..... 37

    Map of SR 41 Passing Lanes..... 38

    Map of Oakhurst Mid-Town Connector..... 39

    Map of SR 233 Interchange..... 40

    Madera 2020 STIP Program ..... 41

## INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$204 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

### **1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$104.1 million or 51%.**

Authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$53.1 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$51.0 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs. Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

### **2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$89.8 million or 44%.**

The goal is to improve each individual City's and the County's local transportation systems. Several funding programs are included:

- **\$44.4 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$44.4 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
  - Fill potholes
  - Repave streets
  - County Maintenance District Area improvements
  - Add additional lanes to existing streets and roads
  - Improve sidewalks
  - Traffic control devices to enhance student and public safety
  - Enhance public transit
  - Construct bicycle and pedestrian projects and improvements
  - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$1.0 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

### **3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.0 million or 2%.**

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.7 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.4 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
  - Routes
  - Buses (including low emission)
  - Night and weekend service
  - Bus shelters and other capital improvements

- Safer access to public transit services
  - Carpools
- The remaining **\$347,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

#### **4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.0 million or 2%.**

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM<sub>10</sub> and PM<sub>2.5</sub> emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

#### **5. ADMINISTRATION AND PLANNING PROGRAM - \$2.04 million or 1%.**

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

This document, the Measure "T" Annual Work Program, outlines the anticipated expenditure of Measure "T" funds by each Agency to the various programs for a specific year.



### FY 2021-22 Measure T Allocation

Gross Allocation	10,600,000.00
Deductions	0.00
Net Allocation	<u>10,600,000.00</u>

Jurisdiction	Population	Rate
County	79,629	0.502474
Madera	66,172	0.417557
Chowchilla	12,673	0.079969
	<u>158,474</u>	

<b>Measure T Programs</b>	<b>Percent</b>	<b>Amount</b>	<b>County Allocation</b>	<b>Madera Allocation</b>	<b>Chowchilla Allocation</b>	<b>MCTA Allocation</b>
<b>Commute Corridors/Farm to Market</b>	<b>51.00%</b>	<b>\$ 5,406,000.00</b>				
Regional Streets and Highways Program	26.00%	\$ 2,756,000.00				\$ 2,756,000.00
Regional Rehab	25.00%	\$ 2,650,000.00	\$ 1,331,555.01	\$ 1,106,527.26	\$ 211,917.73	
<b>Safe Routes to School &amp; Jobs</b>	<b>44.00%</b>	<b>\$ 4,664,000.00</b>				
Street Maintenance	13.00%	\$ 1,378,000.00	\$ 692,408.60	\$ 575,394.18	\$ 110,197.22	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 927,500.00	\$ 466,044.26	\$ 387,284.53	\$ 74,171.21	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 2,305,500.00	\$ 1,158,452.86	\$ 962,678.72	\$ 184,368.42	\$ 2,305,500.00
ADA Compliance	0.50%	\$ 53,000.00	\$ 26,631.10	\$ 22,130.54	\$ 4,238.36	
<b>Transit Enhancement Program</b>	<b>2.00%</b>	<b>\$ 212,000.00</b>				
Madera County	0.9299%	\$ 97,469.90	\$ 97,469.90			
City of Madera	0.7569%	\$ 80,997.71		\$ 80,997.71		
City of Chowchilla	0.1432%	\$ 15,512.39			\$ 15,512.39	
ADA/Seniors/Paratransit	0.17%	\$ 18,020.00	\$ 9,054.58	\$ 7,524.38	\$ 1,441.04	
<b>Environmental Enhancement Prog.</b>	<b>2.00%</b>	<b>\$ 212,000.00</b>	\$ 106,524.41	\$ 88,522.18	\$ 16,953.41	
<b>Administration/Planning</b>	<b>1.00%</b>	<b>\$ 106,000.00</b>				\$ 106,000.00
		TOTAL	\$ 2,729,687.86	\$ 2,268,380.78	\$ 434,431.36	\$ 5,167,500.00

## Measure “T” Programming Summary

### MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$2,613,815	\$0	\$2,756,000	\$0	\$4,961,232	\$408,583
Flexible Program	\$2,495,519	\$0	\$2,305,500	\$0	\$3,267,308	\$1,533,711
Admin/Planning/Other	\$0	\$0	\$106,000	\$299,518	\$405,518	\$0
<b>TOTALS</b>	<b>\$5,109,334</b>	<b>\$0</b>	<b>\$5,167,500</b>	<b>\$299,518</b>	<b>\$8,634,058</b>	<b>\$1,942,294</b>

### County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$1,133,555	\$0	\$1,133,555
Safe Routes to School & Jobs (Local)	\$0	\$0	\$1,185,084	\$0	\$1,185,084
Transit Enhancement Program (Public)	\$0	\$0	\$106,524	\$0	\$106,524
Environmental Enhancement Program	\$0	\$0	\$106,524	\$0	\$106,524
<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,729,687</b>	<b>\$0</b>	<b>\$2,729,687</b>

### City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$1,106,527	\$0	\$1,106,527
Safe Routes to School & Jobs (Local)	\$0	\$0	\$984,809	\$910,000	\$74,809
Transit Enhancement Program (Public)	\$86,650	\$0	\$88,522	\$0	\$175,172
Environmental Enhancement Program	\$0	\$0	\$88,522	\$88,522	\$0
<b>TOTALS</b>	<b>\$86,650</b>	<b>\$0</b>	<b>\$2,268,380</b>	<b>\$998,522</b>	<b>\$1,356,508</b>

### City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$74,423	\$0	\$211,918	\$268,500	\$17,841
Safe Routes to School & Jobs (Local)	\$376,061	\$0	\$188,606	\$0	\$564,667
Transit Enhancement Program (Public)	\$22,801	\$0	\$16,953	\$20,863	\$18,891
Environmental Enhancement Program	\$22,801	\$0	\$16,953	\$0	\$39,754
<b>TOTALS</b>	<b>\$496,086</b>	<b>\$0</b>	<b>\$434,430</b>	<b>\$289,363</b>	<b>\$641,153</b>

# LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$204,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2021-22 a total of \$10,600,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

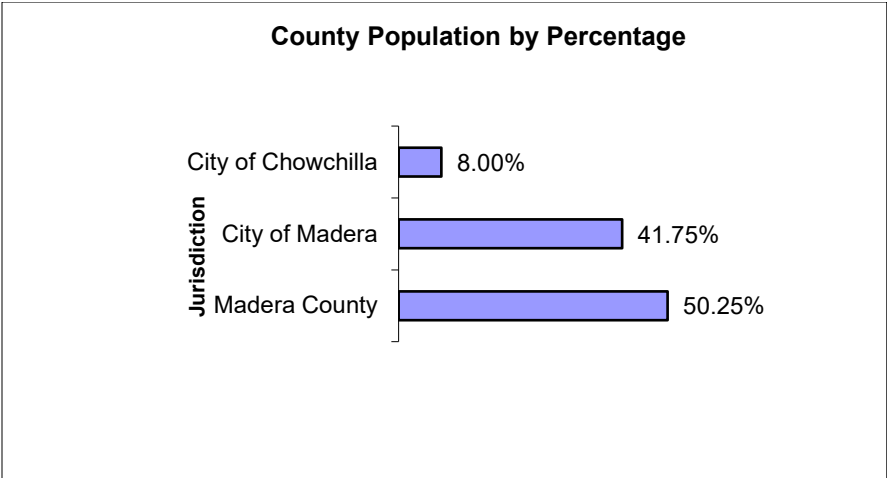
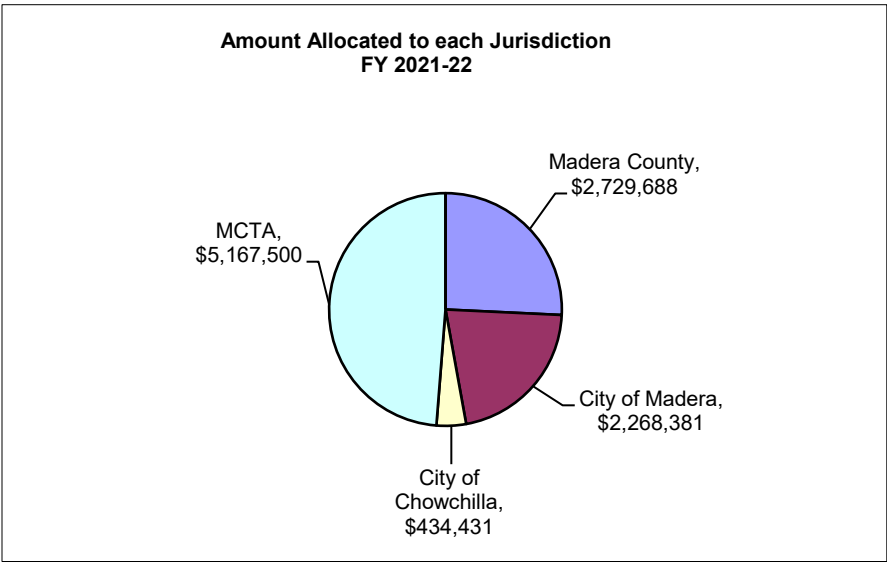


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2021-22 allocation.



**Madera County Transportation Authority**

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22



**Commute Corridors/Farm to Market (Regional)**

			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<b><u>Regional Streets and Highways Program</u></b>			\$2,613,815	\$0	\$2,756,000	\$0	<b>\$5,369,815</b>
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
SR 99 / Ave 12 Interchange						\$ 0	
Oakhurst Mid-Town Connector				\$ 3,418,500		\$ 3,418,500	
Bond Debt Service					\$ 1,542,732	\$ 1,542,732	
Reserve for Next Fiscal Year						\$ 408,583	
			<b>Total Projects</b>			<b>\$ 5,369,815</b>	
			<b>Balance</b>			<b>\$ -</b>	

**Administration/Planning Program**

		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<b><u>MCTA</u></b>		\$0	\$0	\$106,000	\$299,518	\$405,518
Project	Budget					
Salaries & Benefits	\$ 64,018					
Audits, Fin. Asst.	\$ 25,000					
MCTA Conf/Travel/Other	\$ 306,500					
General Proj Dev Costs	\$ 10,000					
<b>Total Projects</b>	<b>\$ 405,518</b>					
<b>Balance</b>	<b>\$ -</b>					

**Other Funds Allocated to MCTA**

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<b><u>Other Funds (Flexible, Impact Fees, Local)</u></b>	\$2,495,519	\$0	\$2,305,500	\$0	<b>\$4,801,019</b>	
<u>Project</u>	<u>Environmental Studies &amp; Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, &amp; Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Oakhurst Mid-Town Connector	\$ -	\$ -	\$ -	\$ 2,529,500	\$ -	\$ 2,529,500
Bond Debt Service					\$ 736,808	\$ 736,808
Reserve for Next Fiscal Year						\$ 1,533,711

Total Projects \$ 4,801,019  
 Balance \$ -

	<u>Environmental Studies &amp; Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, &amp; Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera				\$ 2,529,500		\$ 2,529,500
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Madera		\$ 1,000				\$ 1,000
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						\$ -
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -

**\*Measure T Projects Programmed in STIP-Regional Program Phase I**

	<u>Prior</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
<b>SR 99/Ave 12 Interchange</b>							
<i>Measure T Regional</i>	\$ 7,657,000						\$ 7,657,000
<i>Flexible Program</i>	\$ 3,920,000						\$ 3,920,000
<i>Route 99 Bond</i>	\$ 50,402,000		\$ 9,000,000				\$ 59,402,000
<i>STIP</i>	\$ 22,823,000			\$ 5,295,000			\$ 28,118,000
							<b>\$ 99,097,000</b>
<b>Ellis Ave. Overcrossing</b>							
<i>Measure T Regional</i>	\$ 8,670,000						\$ 8,670,000
<i>Flexible Program</i>	\$ 1,800,000						\$ 1,800,000
<i>Measure A/Local</i>	\$ 5,930,000						\$ 5,930,000
							<b>\$ 16,400,000</b>
<b>4th Street Widening</b>							
<i>Measure T Regional</i>	\$ 2,870,000						\$ 2,870,000
<i>Flexible Program</i>	\$ 3,358,000						\$ 3,358,000
<i>STIP</i>	\$ 5,148,000						\$ 5,148,000
							<b>\$ 11,376,000</b>
<b>SR 41 Passing Lanes</b>							
<i>Measure T Regional</i>	\$ 4,409,000						\$ 4,409,000
<i>Flexible Program</i>	\$ 4,374,000						\$ 4,374,000
<i>STIP</i>	\$ 11,047,000						\$ 11,047,000
							<b>\$ 19,830,000</b>
<b>SR 99 Widening – Ave 12 to Ave 17</b>							
Flexible Program	\$ 2,250,000		\$ 1,350,000	\$ 1,250,000			\$ 4,850,000
SHOPP/ Route 99 Bond					\$ 79,754,900		\$ 79,754,900
<i>STIP</i>			\$ 1,545,000				\$ 1,545,000
							<b>\$ 86,149,900</b>
Measure T Total	\$ 39,308,000	\$ 0	\$ 1,350,000	\$ 1,250,000	\$ 0	\$ 0	<b>\$ 41,908,000</b>
Yearly Total	\$ 134,658,000	\$ 0	\$ 11,895,000	\$ 6,545,000	\$ 79,754,900	\$ 0	<b>\$ 232,852,900</b>

**\*Measure T Projects Programmed in Regional Program Phase II**

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
<b>Oakhurst Mid-Town Connector</b>								
<i>Measure T Regional</i>			\$ 228,500			\$ 651,500	\$ 6,572,500	\$ 7,452,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,556,500	\$ 4,872,500	\$ 7,567,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								<b>\$ 20,020,000</b>
<b>SR 233 Interchange Improvements</b>								
<i>Measure T Regional</i>							\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000			\$ 600,000		\$ 3,100,000	\$ 4,900,000
<i>Other</i>							\$ 3,600,000	\$ 3,600,000
								<b>\$ 16,100,000</b>
<b>Road 200 Phase III</b>								
<i>Measure T Regional</i>							\$ 2,700,000	\$ 2,700,000
<i>Flexible Program</i>							\$ 2,800,000	\$ 2,800,000
<i>Other</i>							\$ 2,690,000	\$ 2,690,000
								<b>\$ 8,190,000</b>
<b>Ave 7 Reconstruction</b>								
<i>Measure T Regional</i>							\$ 1,427,500	\$ 1,427,500
<i>Flexible Program</i>							\$ 952,500	\$ 952,500
<i>Other</i>							\$ 6,558,000	\$ 6,558,000
								<b>\$ 8,938,000</b>
<b>Cleveland Avenue Widening</b>								
<i>Measure T Regional</i>							\$ 1,600,000	\$ 1,600,000
<i>Flexible Program</i>							\$ 1,800,000	\$ 1,800,000
<i>Other</i>							\$ 350,000	\$ 350,000
								<b>\$ 3,750,000</b>
<b>Gateway Avenue Widening</b>								
<i>Measure T Regional</i>							\$ 2,940,000	\$ 2,940,000
<i>Flexible Program</i>							\$ 3,160,000	\$ 3,160,000
<i>Other</i>							\$ 2,500,000	\$ 2,500,000
								<b>\$ 8,600,000</b>
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 39,525,000	\$ 44,900,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 60,223,000	\$ 65,598,000

Measure T 2021-22 Draft Annual Work Program

12

## County of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22

<b><i>Commute Corridors/Farm to Market (Regional)</i></b>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<b><u>Rehab, Reconstruct, Maintenance Program</u></b>	\$0	\$0	\$1,331,555	<b>\$1,331,555</b>

Project	Budget
Reserve for future projects	\$ 1,331,555

Total Projects	<u>\$ 1,331,555</u>
Balance	\$ -

<b><i>Safe Routes to School &amp; Jobs (Local)</i></b>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<b><u>Street Maintenance Program</u></b>	\$0	\$0	\$692,409	<b>\$692,409</b>

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ 692,409

Total Projects	<u>\$ 692,409</u>
Balance	\$ -

<b><u>County Maintenance Districts</u></b>	\$0	\$0	\$466,044	<b>\$466,044</b>
--	-----	-----	-----------	------------------

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Dust Mitigation	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ 466,044

Total Projects	<u>\$ 466,044</u>
Balance	\$ -

Measure T 2021-22 Draft Annual Work Program

13



## City of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22

### Commute Corridors/Farm to Market (Regional)      Carryover      Excess      Allocation      Available

**Rehab, Reconstruct, Maintenance Program**      \$0      \$0      \$1,106,527      **\$1,106,527**

Project	Budget
Reserve for future projects	\$ 1,106,527

Total Projects      \$ 1,106,527

Balance      **\$ 0**

### Safe Routes to School & Jobs (Local)      Carryover      Excess      Allocation      Available

**Street Maintenance Program**      \$0      \$0      \$575,394      **\$575,394**

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 540,000
Reserve for Next Fiscal Year	\$ -

Total Projects      \$ 540,000

Balance      **\$ 75,394**

**Supplemental Street Maintenance Program**      \$0      \$0      \$387,284      **\$387,284**

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 370,000
Reserve for Next Fiscal Year	\$ -

Total Projects      \$ 370,000

Balance      **\$ 17,284**





## City of Chowchilla

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<b><u>Rehab, Reconstruct, Maintenance Program</u></b>	\$74,423	\$0	\$211,918	<b>\$286,341</b>
Project	Budget			
<i>SR 99/233 Roundabouts</i>	\$ 148,000			
<i>Humboldt Storm Drain Project</i>	\$ 120,500			
<i>Reserved for future projects</i>	\$ 17,841			
Total Projects	<u>\$ 286,341</u>			
<i>Balance</i>	\$ -			

<u>Safe Routes to School &amp; Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<b><u>Street Maintenance Program</u></b>	\$148,212	\$0	\$110,197	<b>\$258,409</b>
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ -			
<i>Equipment/Asphalt Roller</i>	\$ -			
<i>Reserve for Next Fiscal Year</i>	\$ 258,409			
Total Projects	<u>\$ 258,409</u>			
<i>Balance</i>	\$ -			

<b><u>Supplemental Street Maintenance Program</u></b>	\$99,758	\$0	\$74,171	<b>\$173,929</b>
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ -			
<i>Reserve for Next Fiscal Year</i>	\$ 173,929			
Total Projects	<u>\$ 173,929</u>			
<i>Balance</i>	\$ -			

**Flexible Program** \$122,391 \$0 \$184,368

Project	Budget
<i>Impound for MCTA Matching Projects</i>	\$ 184,368
<i>Reserve for future projects</i>	\$ 122,391
<b>Total Projects</b>	<b>\$ 306,759</b>
<i>Balance</i>	<b>\$ -</b>

**ADA Compliance** \$5,700 \$0 \$4,238 **\$9,938**

Project	Budget
<i>Reserve for future projects</i>	\$ 9,938
<b>Total Projects</b>	<b>\$ 9,938</b>
<i>Balance</i>	<b>\$ -</b>

**Transit Enhancement Program (Public)** Carryover Excess Allocation Available  
 \$20,863 \$0 \$15,512 **\$36,375**

Project	Budget
<i>Reserve for future project</i>	\$ 15,512
<i>CATX Bus Purchase Match</i>	\$ 20,863
<b>Total Projects</b>	<b>\$ 36,375</b>
<i>Balance</i>	<b>\$ -</b>

**ADA / Seniors / Paratransit** \$1,938 \$0 \$1,441 **\$3,379**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 3,379
<b>Total Projects</b>	<b>\$ 3,379</b>
<i>Balance</i>	<b>\$ -</b>

**Environmental Enhancement Program** Carryover Excess Allocation Available

**Total for all Sub-programs** \$22,801 \$0 \$16,953 **\$39,754**

Project	Budget
<i>Reserve for future projects</i>	\$ 39,754
<b>Total Projects</b>	<b>\$ 39,754</b>
<i>Balance</i>	<b>\$ -</b>

(This page intentionally left blank)

# REPORTS

# End of Year Reports

(THE END OF YEAR REPORTS WILL BE UPDATED IN THE FINAL VERSION)

Madera County Transportation Authority





# End of Year Reports

County of Madera







# End of Year Reports

City of Madera







# End of Year Reports

City of Chowchilla





## Other Reports

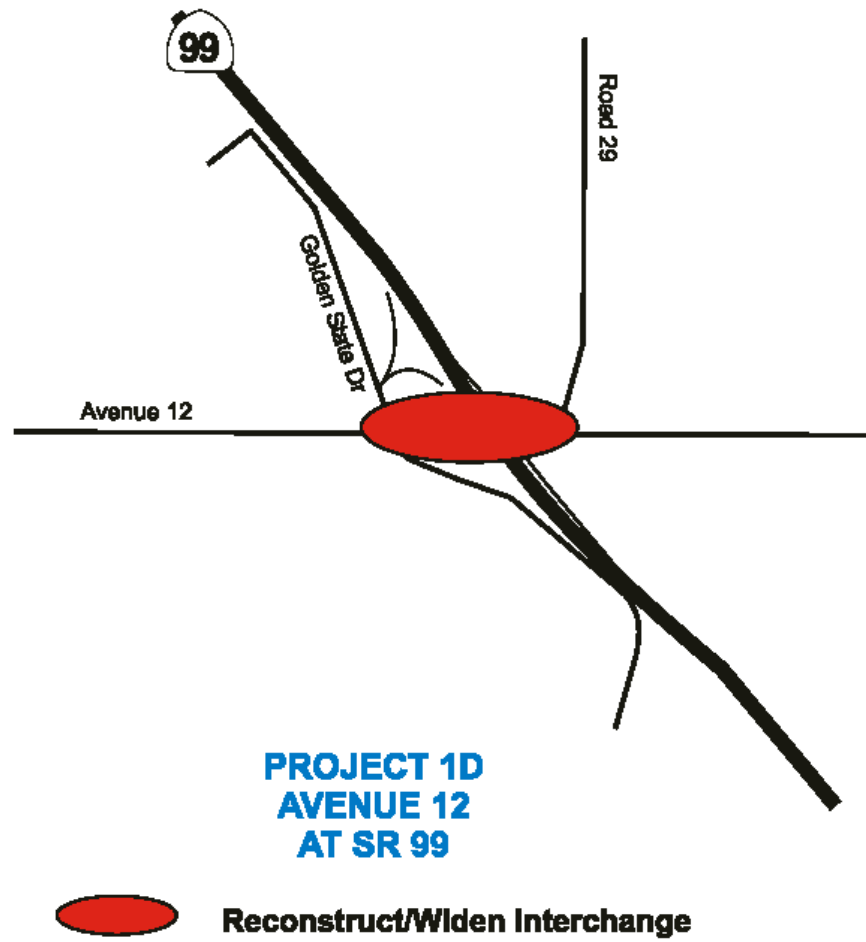


### Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2020	Jul	783,900	252,286.60		1,036,186.60					
	Aug		1,223,350.87		1,223,350.87					22,000
	Sep	745,800	267,392.50		1,013,192.50					
	Oct	663,700	441,746.80		1,105,446.80					
	Nov		1,159,043.83		1,159,043.83					22,000
	Dec	688,000	168,313.96		856,313.96					
2021	Jan	621,300	204,566.84		825,866.84					
	Feb		1,346,218.61		1,346,218.61					22,000
	Mar	661,500	213,093.28		874,593.28					
	Apr	608,000	383,758.07		991,758.07					
	May		1,274,835.98		1,274,835.98					23,660
	Jun	956,800	208,584.08		1,165,384.08					
		5,729,000.00	7,143,191.42	-	12,872,191.42	-	12,872,191.42	-	12,872,191.42	89,660

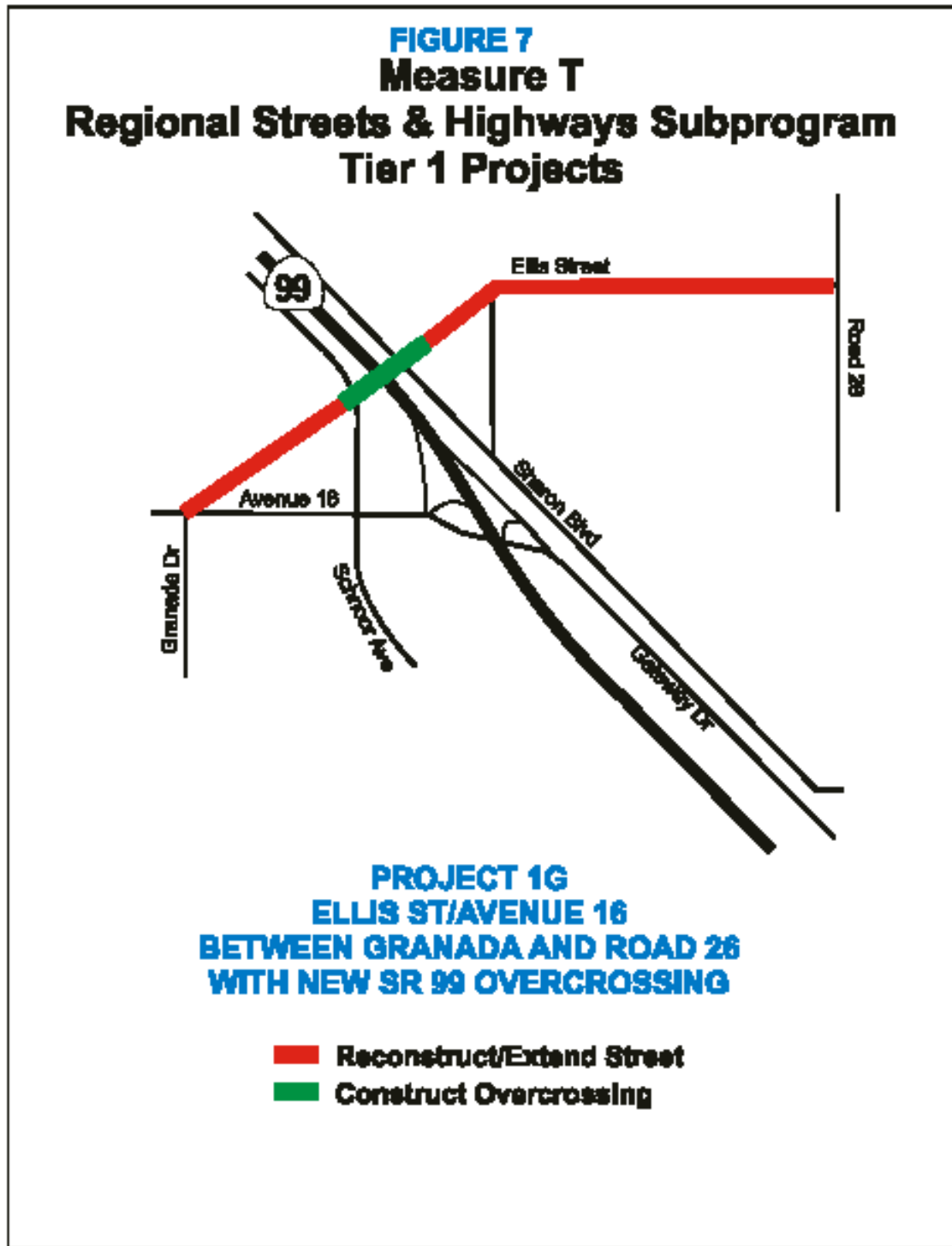
# APPENDIX

**FIGURE 4**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



VRPA Technologies, Inc.

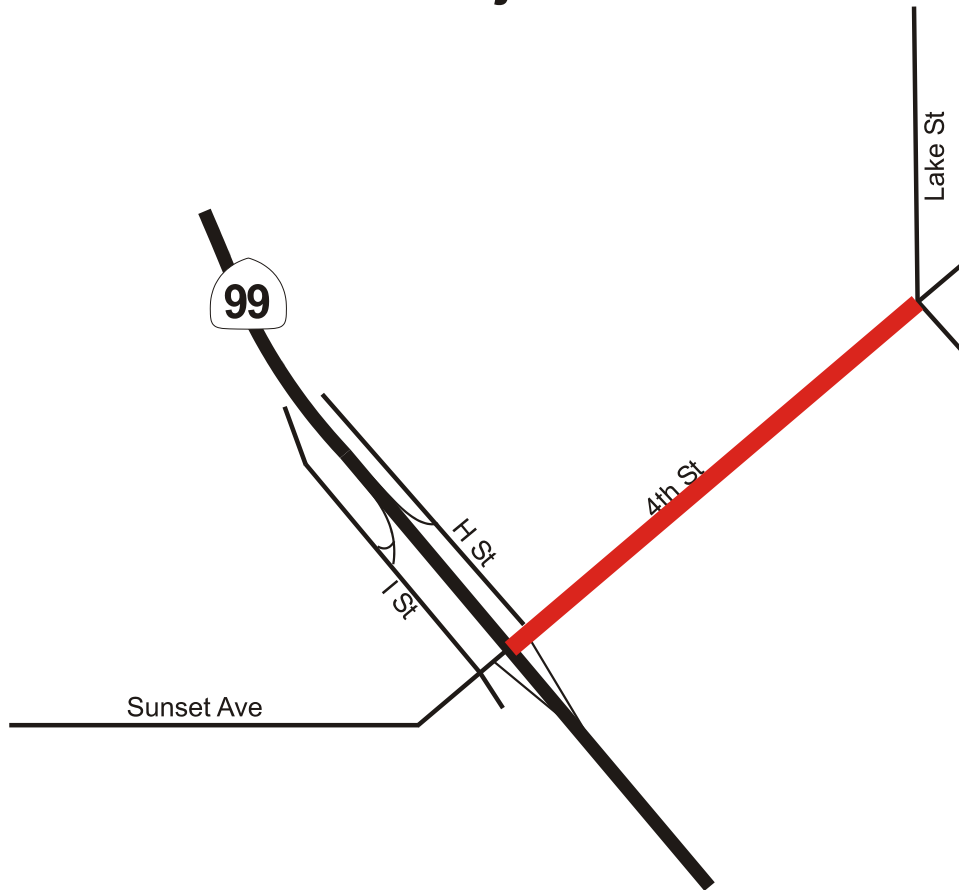
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

# FIGURE 14 Measure T Regional Streets & Highways Subprogram Tier 1 Projects

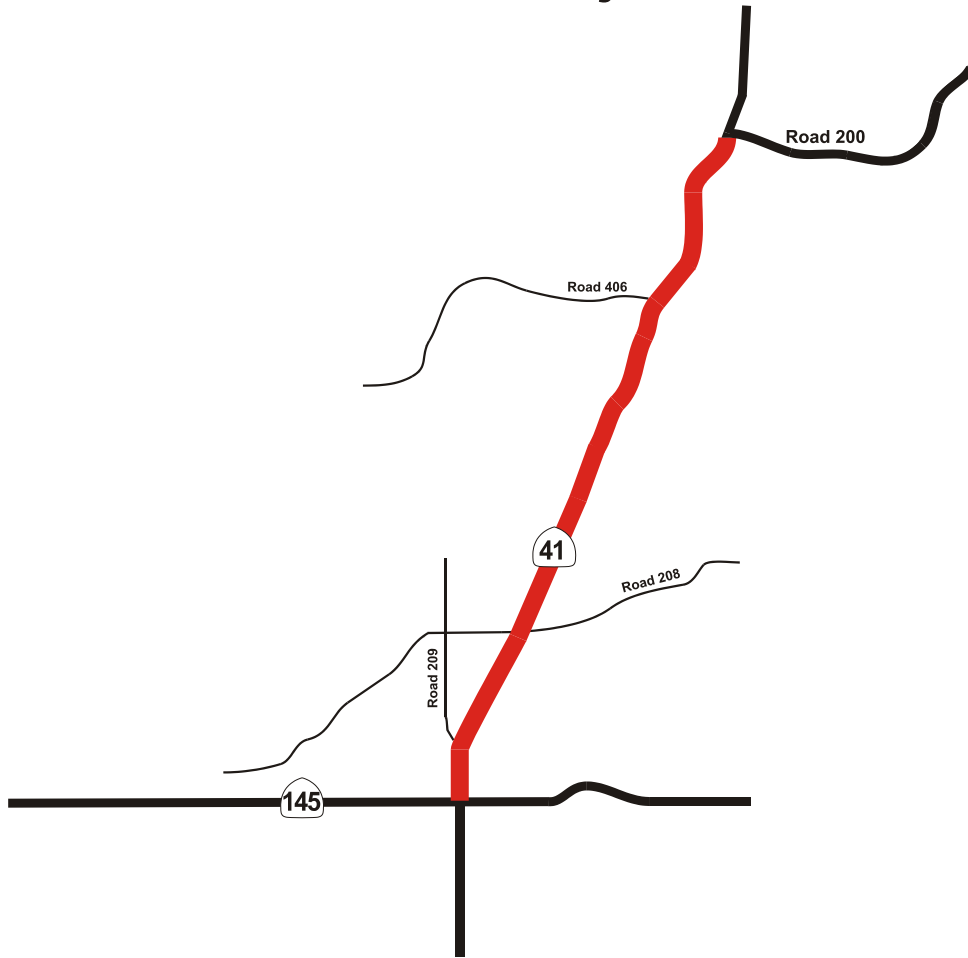


## PROJECT 1N 4TH AVENUE BETWEEN SR 99 AND LAKE ST

**■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing**

Map of 4<sup>th</sup> Street Widening

**FIGURE 1**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**

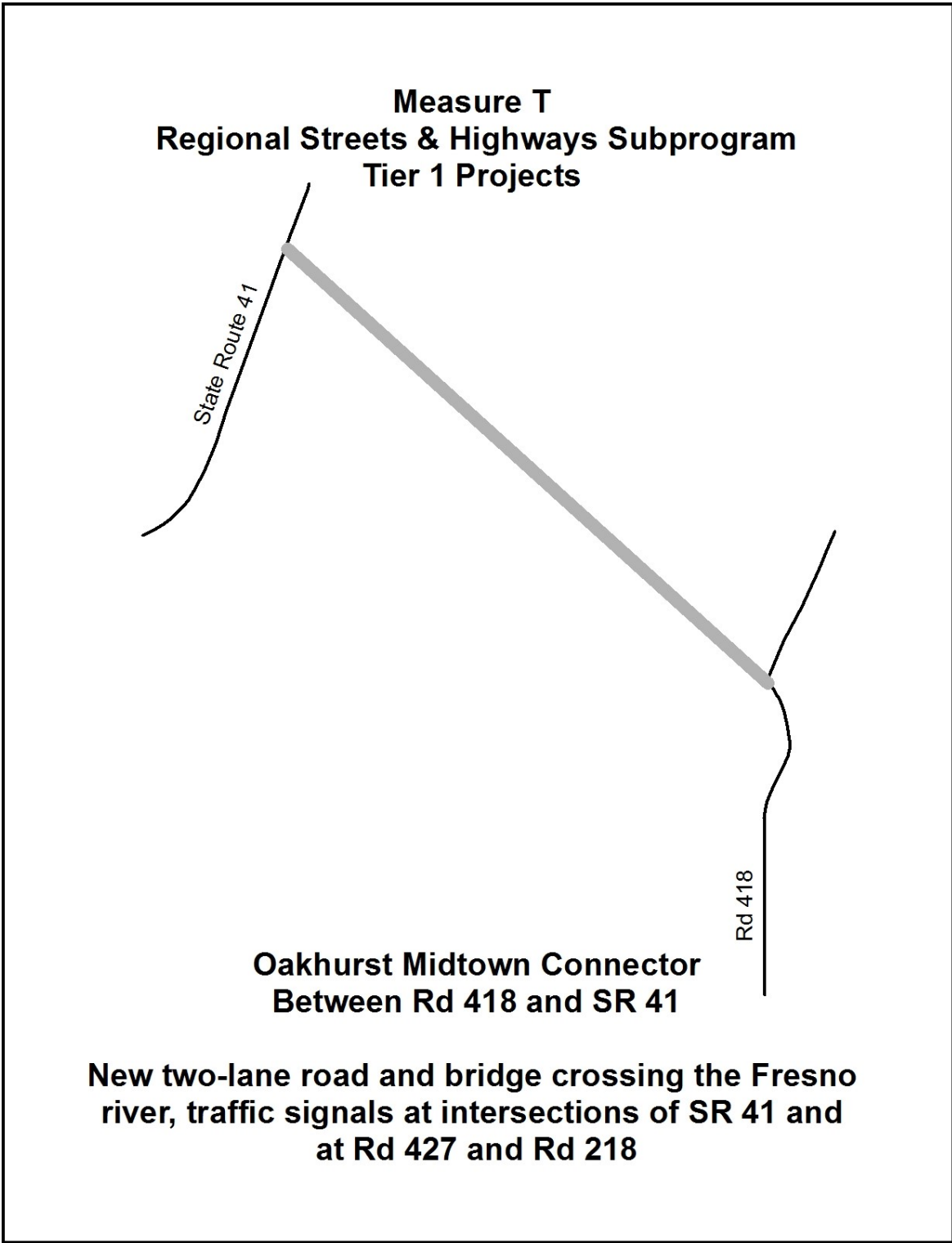


**PROJECT 1A**  
**SR 41**  
**BETWEEN SR 145 AND ROAD 200**

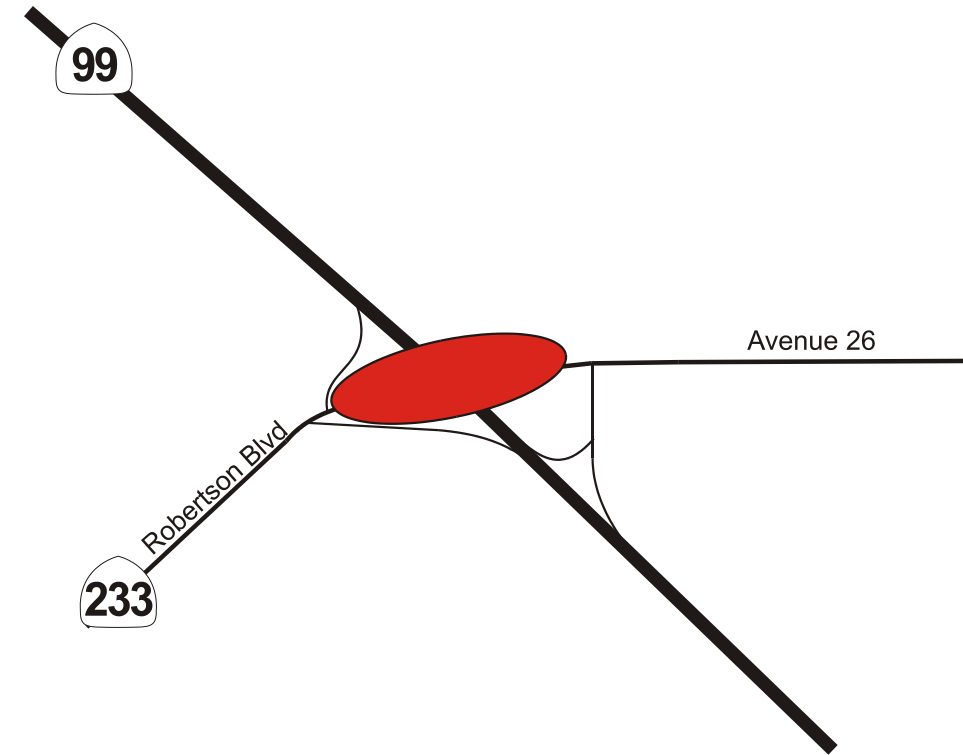
**■ Construct Passing Lanes**

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector



**FIGURE 6**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1F**  
**SR 233**  
**AT SR 99**

 **Reconstruct/Widen Interchange**



Madera 2020 STIP Program

**Madera**

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
<b>Highway Projects:</b>																			
Caltrans	99	5335	Madera, Ave 12-Ave 17, widen to 6 lanes (Rt99) (incr 10-18 vote)			close	1,858	1,858	0	0	0	0	0	0	0	0	1,858	0	0
Madera CTC		6L05	Planning, programming, and monitoring			May-19	120	120	0	0	0	0	0	0	0	120	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				276	0	93	92	91	0	0	0	276	0	0	0	0
<b>Total Programmed or Voted since July 1, 2018</b>							2,254												
<b>PROPOSED 2020 PROGRAMMING</b>																			
<b>Highway Project Proposals:</b>																			
Madera CTC		6L05	Planning, programming, and monitoring				-276	0	-93	-92	-91	0	0	0	-276	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				392	0	79	78	78	78	79	0	392	0	0	0	0
<b>Subtotal, Highway Proposals</b>							116	0	-14	-14	-13	78	79	0	116	0	0	0	0
<b>Total Proposed 2020 STIP Programming</b>							116												

<b>Balance of STIP County Share, Madera</b>	
Total County Share, June 30, 2019	(6,476)
Total Now Programmed or Voted Since July 1, 2018	2,254
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	8,730
Proposed New Programming	116



2001 Howard Road, Suite 201 Madera, CA 93637



**STAFF REPORT**  
Board Meeting of July 21, 2021

**AGENDA ITEM:** 10-A

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

---

**SUBJECT:**

Measure T Citizens' Oversight Committee, Member Appointment

**Enclosure:** Yes

**Action:** Appoint Tim Riche to the Measure T Citizens' Oversight Committee

**SUMMARY:**

The Measure T Citizens' Oversight Committee has a vacancy for District 3. Staff has received one application for this vacancy. For your consideration, included in the packet is the application of Mr. Tim Riche.

Vacancies still exist in Districts 2 and 4. Applications are open to residents living in those districts.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



## **CITIZENS' OVERSIGHT COMMITTEE APPLICATION**

The Madera County Transportation Authority (Authority) maintains a standing Citizen Oversight Committee to provide citizen perspective, participation and involvement in the Authority's \$213 million voter-approved Measure T Investment Plan. The Committee is comprised of seven (7) members: five (5) represent each of the Madera County supervisorial districts in addition to two (2) "at-large" members.

COC members are appointed to serve for a four-year term without compensation. No member may serve for more than eight years. Meetings will be held at the MCTA office at 2001 Howard Road, Suite 201, Madera, CA.

There are currently three vacancies on the committee to fill a 4 year term:

- One member residing within District 2
- One member residing within District 3
- One member residing within District 4

Please submit completed applications to the following staff:

Measure T Oversight Committee  
 c/o Sandy Ebersole  
 Madera County Transportation Commission  
 2001 Howard Road, Suite 201  
 Madera, CA 93637  
 Email: [sandy@maderactc.org](mailto:sandy@maderactc.org)  
 FAX: (559) 675-9328

Should applicants have any questions, please call Sandy Ebersole at (559) 675-0721 ext. 14.

You may also view the Measure T webpage at: <http://www.maderactc.org/measure-t/>

Which supervisorial district do you live in?    1  2  3  4  5

(If uncertain, please see link below for a map of Districts)

<https://www.maderacounty.com/government/board-of-supervisors/current-supervisorial-district-map>



Name Timothy Riche

Address [Redacted]  
Street City Zip Code

Phone [Redacted]

E-mail [Redacted] Fax \_\_\_\_\_

How many years have you lived in Madera County? 25

Briefly describe your interest in serving on the Measure "T" Citizens' Oversight Committee.

Hi,  
I think one of the main reasons why I am interested in serving is because Madera County has been great to me. Moving here in college, graduated from Fresno State and married a beautiful lady and have three wonderful children (14, 12, 9 years old.) My job working as a teacher for Madera Unified has allowed me to buy a home and live the American Dream. This great place has done so much for me that I owe it to serve in any way that I can; to make it better for me but especially for my children.

List and briefly describe any participation in volunteer, community or professional organizations that are relevant to your candidacy for the Citizens' Oversight Committee.

I am on the Madera Workforce Board (MCWIC), I am vice president of the city of Madera County ADA council, I am president of the Madera Unified Linkage Foundation and I run the Work Experience Program for Madera Unified (Teacher on Special Assignment) I also volunteer at my church in whatever roles needed and volunteer in community projects as well. I ran social media for the Measure K and Measure M bonds.



Other comments:

I hope I can serve and ensure that we are ready for growth in our community.

By signing this application form I hereby certify that:

- 1) I am a U.S. citizen 18 years of age or older who resides in Madera County
- 2) I am not an elected official at any level of government
- 3) I am not a public employee at any State, County or local city agencies
- 4) I will submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

I declare under penalty of perjury the above information is true and correct.

Applicant's Signature Tim Riche Date June 20th, 2021

**APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS**



## Citizens' Oversight Committee

### Committee Purpose

To inform the public and ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

### Administrative Issues

#### Committee Formation

- The Committee will be formed within six (6) months upon approval of the Measure by the voters of Madera County in November 2006
- The Citizens' Oversight Committee (Committee) shall not be amended out of the Investment Plan
- Meetings will commence when Measure revenues are recommended for expenditure, including Investment Plan updates

#### Selection and Duties of Committee Chair and Vice Chair

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term
- The duties of the Chair shall be to call meetings, set agendas, and preside over meetings
- The duties of the Vice Chair will be to perform the same duties described above in the absence of the Chair

#### Committee Meetings

- The Committee will hold one (1) formal meeting annually, with additional meetings scheduled as needed by the Committee
- All Committee meetings must be held in compliance with the Brown Act
- All meetings will be conducted per "Roberts Rules of Order"

#### Subcommittee Requirements

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose
- All subcommittees shall have an odd number of members

## Committee Membership and Quorum

### Membership

The Committee shall be composed of seven (7) members including:

- Two (2) at-large public members
- Five (5) representatives ; one (1) from each of the Madera County Supervisorial Districts

### Quorum

- A Quorum will be no less than four (4) members of the Committee



- An action item of the Committee may be approved by a simple majority of those present, if the number exceeds the quorum requirement of four(4)

## **Membership Selection**

### **Selection Committee**

- Committee members will be selected by the Madera County Transportation Authority

### **Recruitment Process**

- Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed sixty (60) days in advance of the application process pursuant to Public Utilities Code Section 99238
- Potential members must submit an application to the Selection Committee
- The Selection Committee will screen all applications and approve candidates for membership on the Committee

### **Term of Membership**

- Terms of membership will be for four (4) years. No member may serve more than eight (8) years
- Members will not be compensated for their service on the Committee
- In an effort to maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with three (3) of the members to serve a four-year term, four (4) of the members to serve a two (2) year term
- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings for over a 12 month period shall be replaced with a new member selected by the Selection Committee
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant
- Proxy voting will not be permitted

### **Eligibility**

- U.S. Citizen 18 years of age or older who resides in Madera County
- Not an elected official at any level of government
- Not a public employee of any State, County or local city agencies
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Committee (FPPC) rules and regulations and filed with the Authority

## **Staffing**

- Authority will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee
- Authority services and any necessary outside services will be paid using the Madera County





Transportation Authority's Measure Administrative Program revenues

- Expert staff will be requested to provide information and make presentations to the Committee, as needed
- The cities and County of Madera shall each provide to the Citizens' Oversight Committee, a specific report on the local jurisdiction's budget for Measure funds and financial report on those funds
- The precise format of the report may be based on report formats for other jurisdictional monitoring, but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Madera

## Responsibilities

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- Review, receive, inspect and recommend action on independent financial and performance audits related to the Measure
- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies. Such reports, studies and plans must be directly related to Measure programs, revenues or expenditures
- Review and comment upon Measure expenditures to ensure that they are consistent with the Investment Plan
- Annually review how sales tax receipts are being spent and publicize the results
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report