



Meeting of the
Madera County Transportation Commission
Policy Board

LOCATION

**Madera County Transportation Commission
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

September 28, 2022

TIME

3:00 PM

Policy Committee (PC) Members, Madera County Transportation Commission (MCTC) Members, and Madera County Transportation Authority (MCTA) Members

Commissioner Tom Wheeler, Chair	Madera County Supervisor, PC, MCTC, MCTA
Commissioner Diana Palmer, Vice Chair	Councilmember, City of Chowchilla, PC, MCTC, MCTA
Commissioner Cecelia Gallegos	Councilmember, City of Madera, PC, MCTC, MCTA
Commissioner Jose Rodriguez	Councilmember, City of Madera, PC, MCTC, MCTA
Commissioner Brett Frazier	Madera County Supervisor, PC, MCTC, MCTA
Commissioner Robert Poythress	Madera County Supervisor, PC, MCTC, MCTA
Caltrans District 6	Policy Committee, Participating Agency

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

The meeting of September 28, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 11 as adopted by the Madera County Transportation Commission Policy Board on September 28 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the Zoom platform. Public is encouraged to use the virtual platform via a computer, tablet, or smartphone.

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/87320065406?pwd=Q0RTUElRWjExVGhTK3N1Mm9lTkc4dz09>

Passcode: 597505

You can also dial in using your phone

1 408 638 0968 or 1 669 444 9171

Webinar ID: 873 2006 5406 Passcode: 597505

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in Zoom and you will be called on by the chair during the meeting. You can also submit your comments via email to publiccomment@maderactc.org. Comments will be shared with the 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.

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

AGENDA

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 5 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the 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. USDA Fiscal Year (FY) 2022 Increasing Land, Capital, and Market Access Program

Enclosure: Yes

Action: Information and Discussion Only

4-B. FY 2022 Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Enclosure: No

Action: Information and Discussion Only

4-C. Strategic Growth Council AB 285 Final Report: Summary of Stakeholder Feedback Released

Enclosure: No

Action: Information and Discussion Only

4-D. Letter of Support for Safe Streets and Roads for All (SS4A) County of Madera Comprehensive Safety Action Plan Development Project

Enclosure: Yes

Action: Information and Discussion Only

4-E. Letters of Support for 2022 Local Partnership Program (LPP) Competitive Grant and FY 2022 Reconnecting Communities Program (RCP) for State Route 99/233 Chowchilla Multimodal Interchange Improvement Project

Enclosure: Yes

Action: Approve and Authorize Chair to sign Letters of Support

4-F. Letter of Support for Cycle 11 Highway Safety Improvement Program (HSIP) Grant for Madera County Intersections Improvement Project

Enclosure: Yes

Action: Information and Discussion Only

4-G. Fiscal Year (FY) 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

Enclosure: No

Action: Information and Discussion Only

4-H. California Strategic Investment Strategy (CSIS) and Local Sponsored Project Initiation Documents

Enclosure: Yes

Action: Information and Discussion Only

4-I. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

4-J. Postponement: Cottonwood Creek Groundbreaking Ceremony

Enclosure: No

Action: Information and Discussion Only

4-K. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 12

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 12

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. PUBLIC HEARING: 2022 Madera County Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

Enclosure: No

Action: Conduct public hearing and receive testimony for the 2022 Madera County Coordinated Public Transit Human Services Transportation Plan

5-B. State Legislative and Budget Update

Enclosure: Yes

Action: Information and Discussion Only. Direction may be provided

5-C. Finish the SR 99 – Status and Letter of Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 Trade Corridor Enhancement Program (TCEP) Grant Application

Enclosure: Yes

Action: Authorize Chair to sign Letter of Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 TCEP Grant Application

5-D. 2022 Valley Voice – Washington D.C. Recap

Enclosure: Yes

Action: Information and Discussion Only

5-E. Regional Early Action Planning Grants of 2021 (REAP) 2.0- Advance Allocation

Enclosure: No

Action: Delegate authority to Executive Director to submit an Advance Application for the REAP 2.0 Program with the adoption of Resolution No. 22-14

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 – August 31, 2022

Enclosure: Yes

Action: Approve August 31, 2022 meeting minutes

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 2

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 2

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 FY 2022-23 Annual Work Program

Enclosure: No

Action: Information and Discussion Only

9-B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 12

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 12

10. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. MISCELLANEOUS

- 11-A. Items from Staff
- 11-B. Items from Caltrans
- 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 September 28, 2022

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

USDA Fiscal Year (FY) 2022 Increasing Land, Capital, and Market Access Program

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The U.S. Department of Agriculture (USDA) has issued a Notice of Funding Opportunity (NOFO) for the Fiscal Year (FY) 2022 Increasing Land, Capital, and Market Access Program authorized by the *Inflation Reduction Act* (P.L. 117-169). The purpose of the program is to expand access to land, capital, and markets and provide technical assistance for underserved farmers, ranchers, forest landowners, and operators. USDA expects to award \$300 million in total program funding through grants ranging from \$20 million to \$40 million each for two large projects national in scope; \$10 million to \$15 million each for mid-sized projects national in scope; \$5 million to \$8.5 million each for projects regional in scope; and \$250,000 to \$2.5 million each for projects state or local in scope. There is no cost share requirement. The application deadline is **October 28, 2022**.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

Increasing Land, Capital, and Market Access Program

American Rescue Plan Act



Overview

Section 1006 of the Inflation Reduction Act, as amended by Section 22007 of the American Rescue Plan Act includes provisions for USDA to ensure underserved producers have resources, tools, programs, and technical support they need to succeed. As part of Section 1006, as amended, USDA launched the Increasing Land, Capital, and Market Access (Increasing Land Access) Program to fund cooperative agreements or grants for projects that help move underserved producers from surviving to thriving. The program is administered by USDA's Farm Service Agency and will help underserved producers by increasing land, capital, and market access.

Land access is critical to the success of agriculture. Underserved producers have not received the amount of specialized technical support that would benefit the launch, growth, resilience, and success of their agricultural enterprises. The Increasing Land Access Program is intended to address this problem by increasing access to farm ownership opportunities, increasing access and improving results for those with heirs' property or fractionated land, increasing access to markets and capital that affect the ability to access land, and increasing land ownership, land succession, and agricultural business planning.

Who is Eligible?

Funding is available to various government entities from local to Tribal, not-for-profit educational institutions, and non-profit organizations.

The non-profit organizations can include Community Development Financial Institutions (CDFIs), foundations, and Tribal financial institutions with a 501c3 status.

Individuals, non-domestic entities, and private, for-profit organizations are not eligible to apply to this funding opportunity.

What projects are being considered?

Projects must focus on strengthening land access with at least one of the following related areas of concern:

- Capital access concerns that affect the ability to access land.
- Market access concerns that affect the ability to access land.
- A combination of one or more of land, capital, and market access concerns.

Projects should benefit underserved farmers, ranchers, and forest landowners, including veterans, limited resource producers, beginning farmers and ranchers and farmers, ranchers, and forest landowners living in high poverty areas. Priority points will be awarded to projects that focus on increasing land access, mitigating and preventing land loss, providing specialized project design and focus to address the challenges with land access, innovative ways to connect available land to underserved producers who have challenges in accessing land, or restore lands into the hands underserved producers.

How to Apply

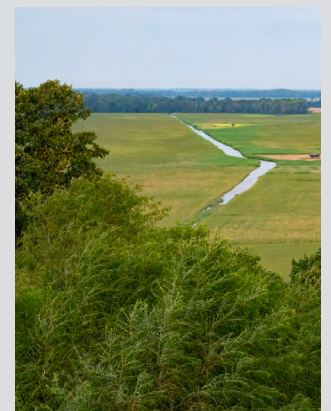
The agreements will be for up to five years and may be local, state, regional, or national in scope. Due to the unique nature of land access among Tribal communities, Tribal projects may be in all scopes.

Eligible applicants can apply through [grants.gov](https://www.usda.gov/grants).

Eligible entities must submit their applications by 11:59 p.m. eastern time on October 28, 2022. USDA anticipates making selections by late fall 2022 and awarding funds by January 2023.

Learn More

USDA has a historic commitment to ensure equity across all of its policies and activities. To this end, USDA seeks to improve access to programs and services for all stakeholders and rural communities, especially underserved farmers, ranchers and forest landowners and operators. More information is available at: www.usda.gov/equity.





STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

FY 2022 Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Department of Transportation (DOT) has issued a Notice of Funding Opportunity (NOFO) for the [FY 2022 Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants Program](#). The purpose of the program is to support demonstration projects involving advanced smart city and community technologies or systems that will improve the efficiency and safety of our transportation network. DOT expects to award \$100 million in total program funding through 30 to 50 grants.

There are two stages of funding in the SMART Grants Program: **Stage 1 Planning and Prototyping Grants (Stage 1 Grants)** and **Stage 2 Implementation Grants (Stage 2 Grants)**. DOT will make awards of up to \$2 million each for Stage 1 Grants and up to \$15 million each for Stage 2 Grants. Please note that DOT will only award stage 1 Grants under this solicitation. The agency plans to award both Stage 1 Grants and Stage 2 Grants in the FY 2023 NOFO that will be released in the next fiscal year.

There is no cost share requirement for Stage 1 Grants, and the DOT is expected to outline cost share requirements for Stage 2 Grants in the FY 2023 solicitation. The application deadline is **November 18, 2022 at 5:00 p.m. Eastern Time (ET)**.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 4-C

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Strategic Growth Council AB 285 Final Report: Summary of Stakeholder Feedback Released

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Strategic Growth Council (SGC) has released the AB 285 Final Report: Summary of Stakeholder Feedback. The SGC was first asked by the California Legislature to identify potential actions for how the state's transportation and land use system can better meet state climate, equity, and other key goals. The findings from the first report submitted to the legislature in March 2022 are found here: [First AB 285 Report to the legislature](#). MCTC Staff presented the first AB 285 Report to your Board in March 2022 [MCTC Staff Report](#).

The SGC released the AB 285 Final Report: Summary of Stakeholder Feedback on August 31, 2022. The report discusses feedback received by the SGC and continues to emphasize inaccuracies in the first report. The Final Report may be found at: [AB 285 Final Report](#).

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

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

SUBJECT:

Letter of Support for Safe Streets and Roads for All (SS4A) County of Madera Comprehensive Safety Action Plan Development Project

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included is a Letter of Support for the Safe Streets and Roads for All (SS4A) County of Madera Comprehensive Safety Action Plan Development Project.

If funded, the new comprehensive safety action plan will offer holistic and defined goals, strategies, and timelines for achieving an ambitious percentage reduction, and eventual elimination, of roadway fatalities and serious injuries within a locality or region.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

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

September 9, 2022

Jared Carter
Deputy Public Works Director
Madera County Department of Public Works
200 West Fourth Street
Madera, CA 93637

Subject: FY 2022 Safe Streets and Roads for All (SS4A) Grant - County of Madera
Comprehensive Safety Action Plan Development Project

To whom it may concern,

On behalf of the Madera County Transportation Commission (MCTC), it is my pleasure to provide a letter in support of the County of Madera Comprehensive Safety Action Plan Development Project which is being planned by the Madera County Department of Public Works for the U.S. Department of Transportation's FY 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

MCTC fully supports the county's plan to develop a new comprehensive safety action plan that offers holistic, defined, strategies for the prevention of fatalities and serious injuries on Madera County roadways. The County is currently in the process of finalizing a Systemic Safety Analysis Report Program (SSARP) that analyzes the county's collision history while also identifying the crash trends on the roadway network as specifically related to identification of project areas for state and federal Highway Safety Improvement (HSIP) grant projects. A Comprehensive Safety Action Plan, while similar in its goal to prevent fatalities and serious injuries, goes further than a SSARP in that it offers holistic and defined, goals, strategies, and timelines for achieving an ambitious percentage reduction, and eventual elimination, of roadway fatalities and serious injuries within a locality or region.

A key regional objective identified in the 2022 Madera County Regional Transportation Plan is to foster a secure, safe, and reliable transportation system. The county is encouraged to prioritize projects, programs and policies that address safety concerns. This safety action plan presents a great opportunity to proactively integrate safety into the transportation decision making process.

MCTC hopes that by supporting Madera County's efforts to develop a Comprehensive Safety Action Plan under the SS4A grant, that the county will be able to identify specific projects and strategies to form the basis of future SS4A Implementation Grant projects, or projects funded by other sources, that will improve safety for all roadway users and leading to the eventual elimination of roadway fatalities and injuries within the county. We look forward to the benefits this plan development project will bring.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 28, 2022

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

SUBJECT:

Letters of Support for 2022 Local Partnership Program (LPP) Competitive Grant and FY 2022 Reconnecting Communities Program (RCP) for State Route 99/233 Chowchilla Multimodal Interchange Improvement Project

Enclosure: Yes

Action: Approve and Authorize Chair to sign Letters of Support

SUMMARY:

Enclosed are Letters of Support for the 2022 Local Partnership Program (LPP) and FY 2022 Reconnecting Communities Program (RCP) Applications for the State Route 99/233 Chowchilla Multimodal Interchange Improvement Project.

The project will provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. Additionally, improvement of the interchange will improve access by freight vehicles to local facilities, reduce idling cars/trucks, and reduce emissions and noise.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

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

September 28, 2022

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Support MAD99/233 Chowchilla Multimodal Interchange Improvement Project

Dear Mr. Weiss:

On behalf of the Madera County Transportation Commission (MCTC), I am writing to express support for the City of Chowchilla's MAD 99/233 Chowchilla Multimodal Interchange Improvement project located at the State Route (SR) 99/SR 233 Separation in Chowchilla for consideration for the Local Partnership Program (LPP) Competitive Grant Program.

MCTC fully supports the City of Chowchilla LPP grant application for the MAD 99/233 Chowchilla Multimodal Interchange Improvement Project. Funding for this project will assist in providing multimodal accessibility and connectivity by providing safe bicycle and pedestrian access through the SR 99/SR 233 interchange. This project will also improve operations at the interchange, improving access to local businesses and services. The Madera County Transportation Authority programmed \$12.5 million in local measure funds for this project, including \$7.15 million for the construction phase.

SR 99 serves as the backbone of the Central Valley's agriculture economy. This project will facilitate more efficient goods movement through the SR 99/233 interchange, improving the overall connectivity. SR 99 connects interregional trips with origins and destinations beyond the region such as the ports, as well as facilitating the movement of agricultural goods, such as almonds, nuts, milk, grapes, and cattle. The gross value crop production for Madera County is approximately 2 billion dollars. SR 99 is also an essential link to other state routes in the Central Valley on the freight network. Furthermore, funding this project will stimulate job creation in an area faced with higher-than-average unemployment.

This project will provide a 10-foot multi use sidewalk, 8-foot shoulders, and connectivity to the adjacent local streets for cyclists and pedestrians. The construction of the pedestrian and bicycle infrastructure along SR 233 will allow for more non-motorized travel options across the SR 99 corridor. These improvements will also serve the 22 affordable housing units planned southeast of the SR 99/233 interchange.

Madera County Connection currently operates the Chowchilla - Fairmead route, which serves the east and west sides of SR 99. This project will improve accessibility for transit services in the community of Chowchilla.

This is a transformative regional project able to meet the goals outlined in the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The

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

RTP/SCS speaks on the importance of partnering with vital state funding programs such as the LPP to advance and implement regionally significant projects. When completed this project will support the safe and efficient movement of people and goods and increase the region's economic vitality whilst improving mobility for all travelers through a variety of accessible modal options.

Thank you in advance for your consideration of this project application for Local Partnership Program funding. We appreciate the opportunity to support the City of Chowchilla in their efforts to complete this project.

Sincerely,

Tom Wheeler, Chair
Madera County Transportation Commission



2001 Howard Road, Suite 201
Madera, California 93637

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

September 28, 2022

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support MAD 99/233 Chowchilla Multimodal Interchange Improvement Project

Dear Secretary Buttigieg:

On behalf of the Madera County Transportation Commission (MCTC) I am writing to express support for the City of Chowchilla's MAD 99/233 Chowchilla Multimodal Interchange Improvement project located at the State Route (SR) 99/233 Separation in Chowchilla, California for consideration in the United States Department of Transportation's 2022 Reconnecting Communities Pilot (RCP) competitive Discretionary Grant Program.

The purpose of this project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will provide a 10-foot multi use sidewalk on the north side of the SR 233 overcrossing, with 8-foot shoulders. This project will also construct roundabouts at the interchange ramp terminal intersections. Currently, SR 99 acts as a barrier to east-west pedestrian and bicycle movements. The current overcrossing is not wide enough to accommodate multimodal access and lacks connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to cross SR 99 from one side of the city to the other. Additionally, improvement of the interchange will improve access by freight vehicles to local facilities, reduce idling cars/trucks, and reduce emissions and noise. This project is in an underserved and disadvantaged community in the state of California.

This is a transformative regional project able to meet the goals outlined in the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The RTP/SCS speaks on the importance of partnering with vital federal funding programs such as the RCP to advance and implement regionally significant projects. When completed this project will support the safe and efficient movement of people and goods and increase the region's economic vitality whilst improving mobility for all travelers through a variety of accessible modal options.

MCTC fully supports the City of Chowchilla RCP grant application for the MAD 99/233 Chowchilla Multimodal Interchange Improvement Project. The Madera County Transportation Authority programmed \$12.5 million in local measure funds for this project, including \$7.15 million for the construction phase.

Thank you in advance for your consideration of this project application for Reconnecting Communities funding. We appreciate the opportunity to support the City of Chowchilla in their efforts to complete this project.

Sincerely,

Tom Wheeler, Chair
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 28, 2022

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

SUBJECT:

Letter of Support for Cycle 11 Highway Safety Improvement Program (HSIP) Grant for Madera County Intersections Improvement Project

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Enclosed is a Letter of Support for the Highway Safety Improvement Program (HSIP) Grant Application for the Madera County Intersection Improvements Project. Madera County is seeking HSIP Grant funding to implement roadway safety and intersection improvements, as identified in the County's Systemic Safety Analysis Report (SSARP), as being among the top intersections for frequency of crashes in Madera County. The countermeasures proposed in this project are expected to be able to be designed and constructed expeditiously and result in a reduced number of crashes in the project area.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



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Website: www.maderactc.org

September 9, 2022

Jared Carter
Deputy Public Works Director
Madera County Department of Public Works
200 West Fourth Street
Madera, CA 93637

Subject: Caltrans Highway Safety Improvement Program Grant – Intersection Improvements Project

To whom it may concern,

On behalf of the Madera County Transportation Commission (MCTC), it is my pleasure to provide a letter in support of the Intersection Improvements Project which is being planned by the Madera County Department of Public Works for Cycle 11 of the California Department of Transportation's Highway Safety Improvement Program (HSIP) Grant.

MCTC fully supports the plan to implement the proposed roadway safety and intersection improvements located in Madera County on Avenue 12 from Road 32 to Road 36, the intersection of Avenue 12 and Road 35, the intersection of Avenue 21 and Road 28 1/2, and the intersection of Avenue 15 and Road 36. These intersections were identified by the County's Systemic Safety Analysis Report (SSARP) as being among the top intersections for frequency of crashes in Madera County and collectively saw 28 collisions resulting in 2 fatalities and 26 injuries of all types. The countermeasures proposed in this project - which generally include construction of left-hand turn pockets on Ave 12 to Rd 35 and on Ave 21 to Road 28 1/2; installation of new edge-line rumble strips, and pavement markers on Ave 12 from Rd 34 to Rd 36; as well as transverse rumble strips and flashing beacons on Ave 15 and Rd 36 - are expected to be able to be designed and constructed expeditiously and result in a reduced number of crashes in the project area.

A key regional objective identified in the 2022 Madera County Regional Transportation Plan is to foster a secure, safe, and reliable transportation system. The county is encouraged to prioritize projects, programs and policies that address safety concerns. This project will help the region meet that objective by investing in safety measures to reduce traffic fatalities and incidents.

MCTC hopes that by providing local residents with safe roadway facilities, Madera County will be able to improve safety for all users. We look forward to the benefits this roadway safety improvement project will bring.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 4-G

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Fiscal Year (FY) 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Department of Transportation (DOT) Federal Railroad Administration (FRA) has issued a Notice of Funding Opportunity (NOFO) for the [Fiscal Year \(FY\) 2022 Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Program](#). The purpose of the program is to support railroad improvements that improve railroad safety, efficiency, and reliability; mitigate congestion at intercity passenger and freight rail chokepoints; enhance multimodal connections; and build and improve Intercity Passenger Rail Transportation Corridors. FRA expects to award approximately \$1.4 billion in total program funding. There is no mandatory award floor or ceiling for awards. There is a 20 percent nonfederal cost share requirement, but projects with a 50 percent nonfederal cost share will be given selection preference. The expected application deadline is **December 1, 2022**, or 90 days following publishing in the *Federal Register*.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 4-H

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

California Strategic Investment Strategy (CSIS) and Local Sponsored Project Initiation Documents

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) has prepared an Interim California Strategic Investment Strategy (CSIS) and Local-Sponsored Public Initiation Documents (PIDS).

The objective of the CSIS is to prioritize State infrastructure investments that address multiple goals and needs and achieve synergistic benefits for the residents of California.

The implementation of the State Climate Action Plan for Transportation Infrastructure (CAPTI) calls for the CSIS to guide project nominations through a data- and performance-driven approach for projects funded by the State Highway Operation and Protection Program (SHOPP) and projects funded by other sources, commonly referred to as Non-SHOPP projects. As SHOPP projects are presently prioritized through a data- and performance-driven approach under Asset Management, the Interim CSIS is focused on prioritizing non-SHOPP projects using a predominantly qualitative approach to guide the investment decision-making process. Caltrans intends to transition the CSIS towards a data- and performance-driven approach prior to SB 1 Cycle 4, when data collection and in-depth analyses can be conducted to establish baselines and performance targets and effectively measure the extent to which Caltrans delivers on the CAPTI Guiding Principles.

It is important to note that the Interim CSIS and local sponsored PIDS documents were developed without consultation or input from Metropolitan Planning Organizations or Regional Transportation Planning Agencies. The Interim CSIS could adversely impact certain project types that are important priorities to MPOs and RTPAs.

Caltrans is requesting comments on the documents, as follows

- CSIS – December 31, 2022
- Local-Sponsored PIDS – October 31, 2022.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



CALTRANS INVESTMENT STRATEGY

Division of Transportation Planning
August 17, 2022



INTERIM CSIS SECTION TOPICS

Executive Summary

1. Introduction
2. Equity
3. Data & Performance-Driven Approach
4. Planning to Programming
5. Transportation Funding & Priorities
- 6. Strategic Investment Strategy**
7. CSIS Implementation

CAPTI ► CSIS

10 CAPTI Principles

Safety

VMT

Active Transportation

Rail & Transit

Equity

Climate Risk

Natural & Working Lands

Infilled Development

ZEV Infrastructure

ZE Freight

CSIS Criteria

Safety

VMT

Mode Shift

Public Engagement

Benefits to DAC

Climate Resiliency

Natural & Working Lands

Infilled Development

ZE Charging Infra

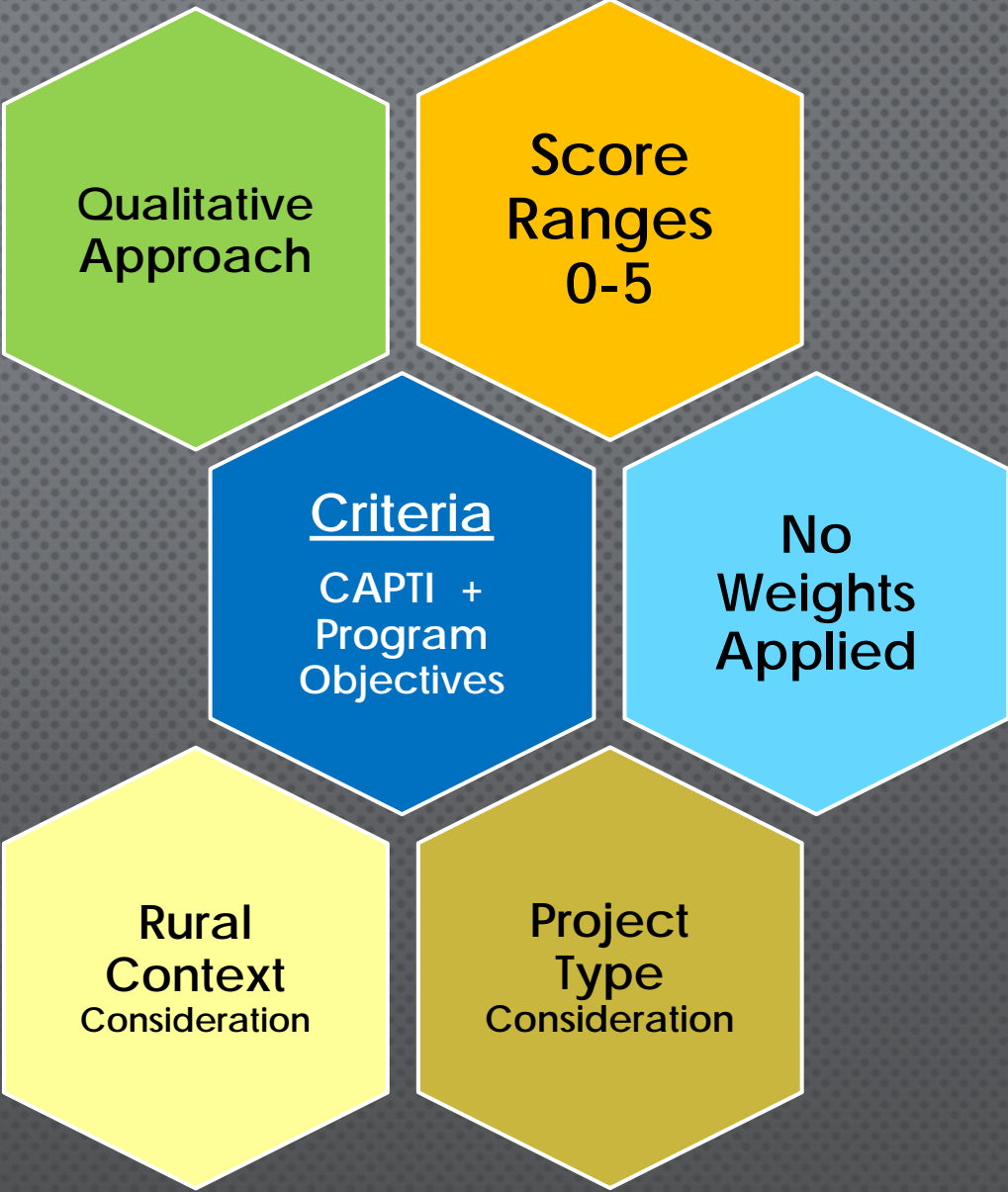
Leveraging Funds

CSIS Scoring Criteria Questions

Item 4-4-H.

1. **Safety:** Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
2. **VMT:** How does the project impact vehicle miles-traveled (VMT)?
3. **Mode Shift:** Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?
4. **Public Engagement:** Does the project include and document a meaningful public engagement process, including to underrepresented groups, low-income, environmental justice communities, and/or their Community-Based Organizations?
5. **Benefits to DAC:** Does the project incorporate local community needs that provides benefits to a Disadvantaged Community (DAC)?
6. **Climate Resiliency:** Does the Project improve climate adaptation and resiliency by addressing one or more climate risk(s)?
7. **Natural & Working Lands:** Does the project minimize the impact on natural resources and ecosystems?
8. **Infill Development:** Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?
9. **ZE Infrastructure:** Does the project include and/or improve access to zero emission vehicle charging or fueling infrastructure?
10. **Leveraging Funds:** Does the project leverage partner funds?

CSIS Scoring Approach



Scoring Criteria Special Considerations

Item 4-4-H.

Special Considerations	Mode Shift	VMT	Public Engagement	Benefits to DAC	Safety	ZEV	Climate Change	Natural/Working Lands	Infill Dev	Leverage Funds
Rural Context	✓	✓								
Rail/Transit					✓	✓				
Active Transportation										
Freight	✓					✓			✓	
PA&ED										✓

Caltrans Project Nomination Process



Local-Sponsored (Reimbursed) Non-SHOPP PIDs

Reimbursed PIDs Current Process

Item 4-4-H.

Local agencies initiate project proposals through Caltrans districts

Prepare letter of intent or Cooperative Agreement with PID resources identified

HQ Office of Project Planning allocates resources for PID development on a reimbursement basis

Requests received throughout the year with no established timeline

Vehicle Miles Traveled Decision Document (VMTDD) developed and attached to PID

Why is a project nomination process necessary?

Alignment with current State goals and policies (CAPTI, CTP 2050, Caltrans Strategic Plan) prior to executing a Coop Agreement

Consistency with State-Sponsored Non-SHOPP PIDs and current investment strategies for competitive funding programs

Consistency with and included in an RTP/SCS for projects within an MPO region

Identify PID resource needs at beginning of FY in alignment with allocation process

Project Assessment



CSIS/CAPTI

Safety

VMT

Mode Shift

Public Engagement

Benefits to DAC

Climate Resiliency

Natural & Working Lands

Infilled Development

ZE Charging Infrastructure

Item 4-4-H.

Process Under Development



TIMING & FREQUENCY
OF NOMINATION



SCREENING
ASSESSMENT



CONFLICT
RESOLUTION PROCESS



GUIDANCE &
FACT SHEET

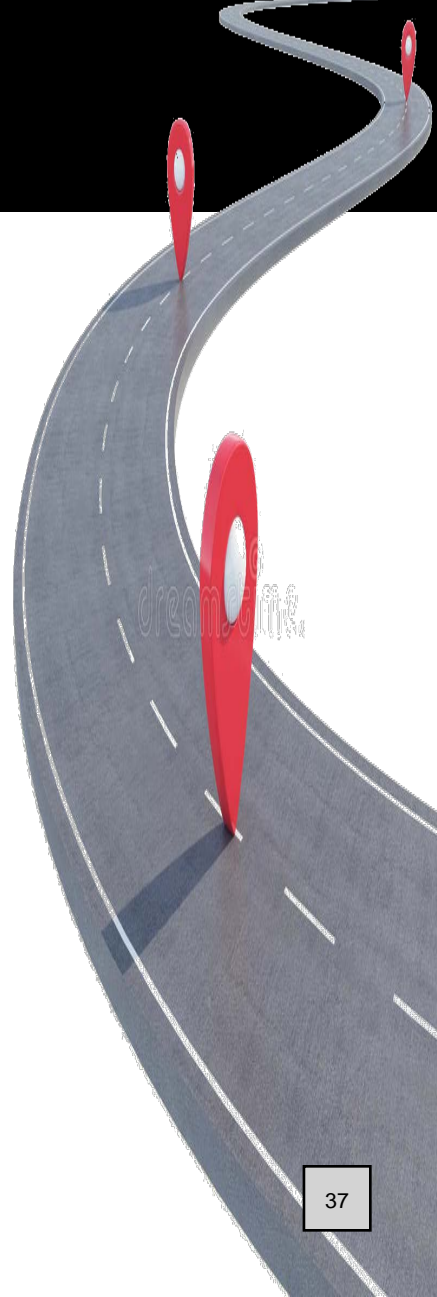
Screening Assessment

Aligned

Execute Coop & Develop PID

Not Well Aligned

Bring scope into alignment with CSIS/CAPTI
Advise on risks & challenges with lack of alignment



Next Steps

Solicit External Feedback

- Aug 17** RTPA/MPO
- Sep 16** Rural Counties Task Force
- TBD** CALCOG
- TBD** Self-Help Counties Coalition
- Ongoing** Input on the CSIS

Implementation

- Nov** Draft Guidance
- Jan** Final Guidance & Fact Sheet
- TBD** Implementation

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Item 4-4-H.



INTERIM CSIS

Caltrans Strategic Investment Strategy

Version 1.1
March 2022



Office of Strategic Investment Planning

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Executive Summary

The California Department of Transportation (Caltrans) is committed to leading climate action and advancing social equity in the transportation sector set forth by the California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI, 2021). The CAPTI supports the California Transportation Plan (CTP) 2050 (2021) goals that works to meet the State's ambitious climate change mandates, targets, and policies set forth by Executive Order (EO) N-19-19 and N-79-20 (Appendix B & C), signed by Governor Gavin Newsom in 2019 and 2020, respectively. The CTP 2050 is the state's broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel options for all Californians.

CAPTI S4.

Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

Additionally, the CAPTI aligns with Caltrans 2020-24 Strategic Plan (2021), which signals a fundamental shift for the Department to lead climate action as a strategic priority for the first time. Caltrans is in a significant leadership role to carry out meaningful measures that advance state's goals and priorities through the development and implementation of the Caltrans Strategic Investment Strategy (CSIS). The CSIS, which implements one of CAPTI's key actions, is envisioned to be an investment framework through a data- and performance-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars of highly competitive fund programs that will address transportation deficiencies while also achieving the CAPTI Guiding Principles (Appendix A). The ultimate objective of the CSIS is to prioritize our infrastructure investments that address multiple goals and needs and achieving synergistic benefits for the residents of California.



1. Introduction

Interim CSIS

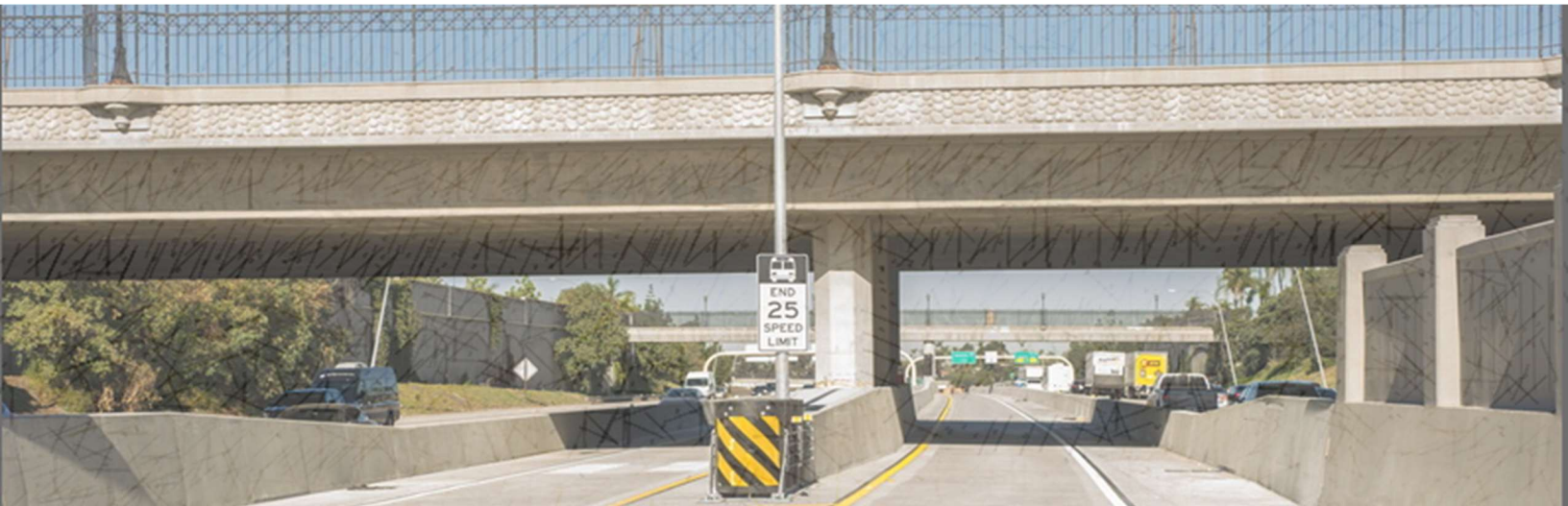
The implementation of CAPTI S4.1 calls for the CSIS to guide project nominations through a data- and performance-driven approach for projects funded by the State Highway Operation and Protection Program (SHOPP) and projects funded by other sources, commonly referred to as Non-SHOPP projects. As SHOPP projects are presently prioritized through a data- and performance-driven approach under Asset Management, the Interim CSIS is focused on prioritizing non-SHOPP projects using a predominantly qualitative approach to guide the investment decision-making process. Caltrans intends to transition the CSIS towards a data- and performance-driven approach prior to SB 1 Cycle 4, when data collection and in-depth analyses can be conducted to establish baselines and performance targets and effectively measure the extent to which Caltrans delivers on the CAPTI Guiding Principles.

The CSIS presents a transparent decision-making framework that guides statewide transportation investments from planning to programming and project delivery. By linking State policies and goals from various statewide guiding documents (CTP 2050, CAPTI, Caltrans Strategic Plan) with transportation needs from Caltrans six modal plans, Caltrans can leverage federal and state discretionary funding through the project nomination process, using standardized methodologies and protocols to evaluate, prioritize, and nominate projects for competitive fund programs.

CAPTI S4.1

Develop and Implement the CSIS to Align Caltrans Project Nominations with the CAPTI Investment Framework.

Ultimately, the CSIS guides how Caltrans nominates the best projects that includes multimodal transportation options to expand mode choices and reduce transportation-related emissions. Through the prioritization process, Caltrans can make well-informed investment decisions and communicate to stakeholders the value of those investments in the communities we serve.



2. Equity

Caltrans acknowledges that communities of color and under-served communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policies, processes, planning, design, and construction that “quite literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods.”¹ To create a brighter future for all, the CSIS is committed to implementing concrete actions outlined in the Race & Equity Action Plan (December 10, 2020) that include:



People – We will create a workforce at all levels that is representative of the communities we serve by improving our recruitment, hiring, contracting, and leadership development policies and practices.



Programs & Projects – We will meaningfully engage communities most impacted by structural racism in the creation and implementation of the programs and projects that impact their daily lives by creating more transparent, inclusive, and ongoing consultation and collaboration processes. We will achieve our equity commitments through an engagement process where everyone is treated with dignity and justice. We will reform our programs, policies, and procedures based on this engagement to avoid harm to frontline and vulnerable communities. We will prioritize projects that improve access for and provide meaningful benefits to underserved communities.



Partnerships - By leveraging our transportation investments, we also commit to increasing pathways to opportunity for minority-owned and disadvantaged business enterprises, and for individuals who face systemic barriers to employment.



Planet - We commit to combatting the climate crisis and its disproportionate impact on frontline and vulnerable communities — such as Black and Indigenous peoples, communities of color, the people experiencing homelessness, people with disabilities, and youth. We will change how we plan, design, build, and maintain our transportation investments to create a more resilient system that more equitably distributes the benefits and burdens to the current and future generations of Californians.

¹ California State Transportation Agency Secretary David Kim's Statement on Racial Equity, Justice and Inclusion in Transportation

3. Data- and Performance-Driven Approach

The purpose of the CSIS is to establish a framework with standard methodologies to guide transportation investments through a transparent scoring and prioritization process when nominating Non-SHOPP projects for various discretionary fund programs. While CAPTI specifically calls for CSIS to implement a data- and performance-driven nomination approach, this document establishes a qualitative approach as an interim measure to immediately implement CAPTI. Development of a data-driven approach will involve a multi-disciplinary team comprised of subject matter experts (SME) from various Caltrans HQ and district divisions and programs. This team will conduct in-depth studies and data analyses and establish performance metrics for tracking goals and targets. When implemented effectively, the future of a data- and performance-driven approach will quantitatively determine the best projects to nominate, fund, and sponsor to expand mode choices, advance critical climate and health considerations in transportation, while also addressing inequities in the transportation system.

4. Planning to Programming

The State's six Modal Plans shown in Figure 4.1 link the overarching goals and policies to specific transportation needs and projects. As these modal plans are guided by and support the goals, objectives, and strategies of the CTP 2050, the CTP also unifies regional and modal plans in its comprehensive vision. Hence, future updates of these plans continuously inform and support one another.

District planning documents, such as the District System Management Plan and Corridor Plans/Transportation Concept Reports, are instrumental in facilitating the development of conceptual Non-SHOPP projects to be ready for future programming. Through continuous collaboration between districts and their partner agencies, districts submit nominations of their priority conceptual projects for development of State-Sponsored Project Initiation Document (PID), which is a required document to be eligible for programming. The nomination process for State-Sponsored Non-SHOPP PIDs, which occurs annually, utilizes the processes outlined in this Interim CSIS. Implementation of the CSIS for State-Sponsored Non-SHOPP PIDs encourages Caltrans and partner agencies to deeply consider multimodal, equity, community engagement, climate action, and other key CAPTI principles in early planning efforts, scope development, and throughout the project development process.

Figure 4.1 – List of State Modal Plans

SIX STATE MODAL PLANS

1. California Aviation System Plan Policy Element
2. California Freight Mobility Plan
3. California State Rail Plan
4. Interregional Transportation Strategic Plan
5. Statewide Transit Strategic Plan
6. Towards an Active California: State Bicycle and Pedestrian Plan

5. Transportation Funding and Priorities

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, is a landmark transportation bill to rebuild California by providing a comprehensive and multi-modal fund set aside for highways, local streets and roads, goods movement, active transportation, and transit through a variety of formulaic and competitive programs. This bill provides new funding opportunities for Non-SHOPP projects, which have historically been funded by the State Transportation Improvement Program (STIP) and local funds. While the passage of SB 1 stabilizes the STIP that has been historically volatile, it also

created new competitive programs to provide additional funding opportunities for state and local agencies, such as the Solutions for Congested Corridors Program (SCCP) and the Trade Corridor Enhancement Program (TCEP)

In November 2021, the Federal Infrastructure Investment and Jobs Act, commonly referred to as the Bipartisan Infrastructure Law, was signed into law. The Bipartisan Infrastructure Law provides the largest Federal investment in public transit in history and establishes new competitive transportation programs with over \$31 billion in funding over the next five years, from fiscal year 2022 to 2026. Additionally, funding for existing Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive programs also increased by over 50 percent annually over the next five years.

When leveraging billions of dollars in annual state and federal discretionary fund programs, CAPTI recommends implementing projects that are consistent with the adopted Sustainable Communities Strategies, pursuant to SB 375, and SB 743, which aims to reduce vehicle miles traveled (VMT), combat climate change, promote infill development, and expand multimodal transportation networks. With greater funding opportunities and a stronger commitment to achieve the 10 CAPTI Guiding Principles, the partnership between state and local agencies is increasingly important to advance the right projects from conceptual to PID development and ultimately to programming and construction.













Table 5.1 lists some of the major competitive state and federal discretionary fund programs in which the State is an eligible applicant and Caltrans intends to leverage.

Table 5.1 – State & Federal Discretionary Fund Programs
 (Not All-Inclusive)

Discretionary Funding Programs		Program Cycle	Annual Funding (in millions)
STATE	SB 1 Trade Corridor Enhancement Program (TCEP)	Biennial	\$300
	Transit & Intercity Rail Capital Program (TIRCP)	Biennial	\$275
	SB 1 Solutions for Congested Corridors (SCCP)	Biennial	\$250
	Active Transportation Program (ATP)	Biennial	\$223
	Interregional Transportation Improvement Program (ITIP)	Biennial	\$175
FEDERAL	Bridge Investment Program ♦	Annual	\$2,500
	Nationally Significant Freight and Highway Projects (aka INFRA)	Annual	\$1,600
	Local and Regional Project Assistance (aka RAISE)	Annual	\$1,500
	National Infrastructure Project Assistance (Mega Projects) ♦	Annual	\$1,000
	Building Resilient Infrastructure and Communities (BRIC)	Annual	\$1,000
	Railroad Crossing Elimination Program ♦	Annual	\$600
	Charging and Fueling Infrastructure ♦	Annual	\$500
	Rural Surface Transportation Grant Program ♦	Annual	\$400
	Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Annual	\$362
	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant ♦	Annual	\$280
	Active Transportation Infrastructure Investment Program ♦	Annual	\$200
	National Culvert Removal, Replacement, and Restoration Grants ♦	Annual	\$200
	Reconnecting Communities Pilot Program ♦	Annual	\$200
	Healthy Streets Program ♦	Annual	\$100
	Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART) ♦	Annual	\$100
	Wildlife Crossings Pilot Program ♦	Annual	\$70
	Congestion Relief Program ♦	Annual	\$50
	Prioritization Process Pilot Program ♦	Annual	\$10
Stopping Threats on Pedestrians ♦	Annual	\$5	

♦ New competitive fund programs established under the Bipartisan Infrastructure Law

Within the “fix-it-first” approach and existing funding frameworks, California state transportation infrastructure investments should be prioritized to address transportation deficiencies while also meeting the following 10 CAPTI guiding principles, where feasible:

-  Building towards an integrated, statewide rail and transit network
-  Investing in networks of safe and accessible bicycle and pedestrian infrastructure
-  Including investments in light, medium, and heavy-duty zero-emission-vehicle infrastructure
-  Strengthening our commitment to social and racial equity by reducing public health harms and maximizing benefits to disproportionately impacted disadvantaged communities
-  Making safety improvements to reduce fatalities and severe injuries of all users towards zero
-  Assessing physical climate risk
-  Promoting projects that do not significantly 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 land

6. Strategic Investment Strategy

The Office of Strategic Investment Planning (Investment Planning) leads the investment strategy through various processes and methodologies, from the call for nominations to the nomination of approved projects for competitive programs. This linear process (Figure 6.1) evaluates projects for alignment with CAPTI and program competitiveness to ensure projects provide equitable solutions to transportation problems and increase accessibility for all users, while reducing negative environmental and community impacts. The investment strategy utilizes this process to increase transparency by informing partners and stakeholders of the methodologies that Caltrans uses to evaluate, score, and nominate projects for competitive fund programs.

Figure 6.1 – General Nomination Process

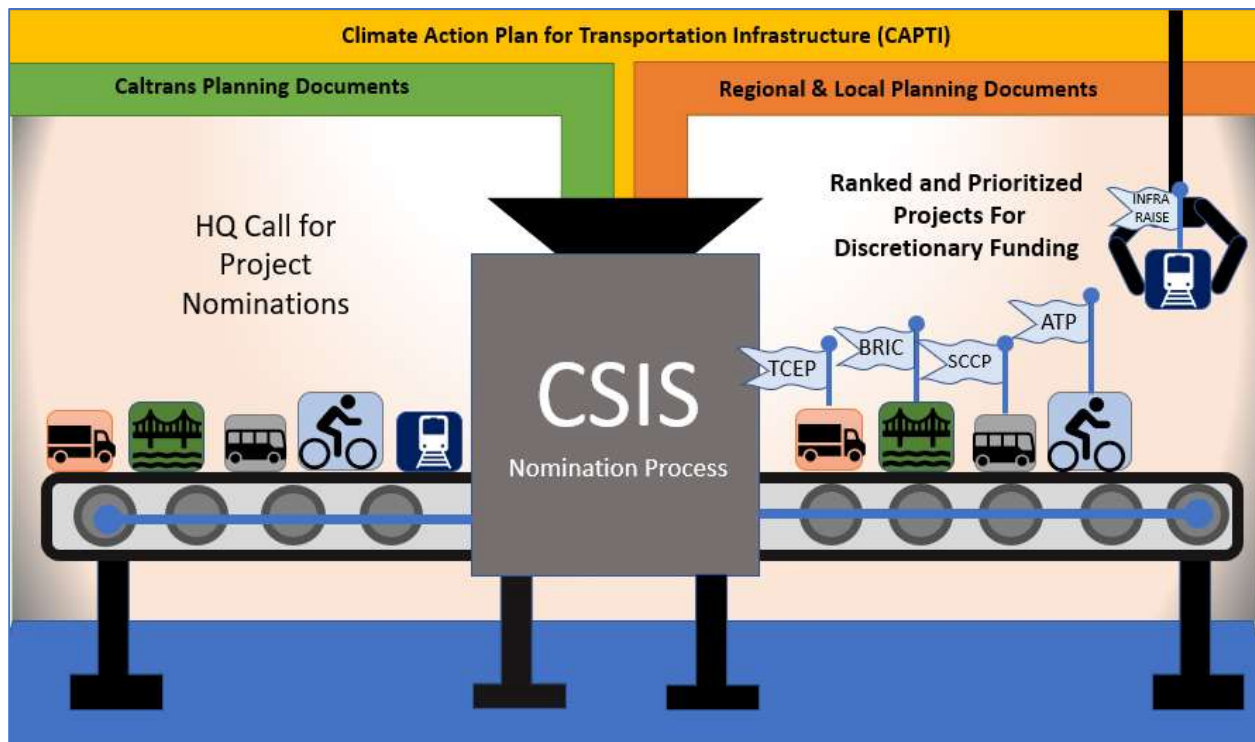


6.1 Project Nomination Process

As illustrated in Figure 6.1.2, the prioritization process within CSIS merges the long and short-range planning documents with projects nominated by districts to ensure alignment and consistency. The end product is a list of prioritized projects being nominated for specific fund programs in which they are eligible.

Prior to HQ Call for Nomination, Caltrans districts are highly encouraged to collaborate with partner agencies and stakeholders to develop a list of district priority projects. Districts then submit their project nominations to HQ via a nomination intake form (Appendix D), which is a mechanism for gathering basic project information and responses to a set of criteria questions that will be used in the project scoring process. Districts are encouraged to consult with the appropriate HQ programs for feedback as they develop responses to the criteria questions prior to submitting their nominations.

Figure 6.1.2 – Project Prioritization Process



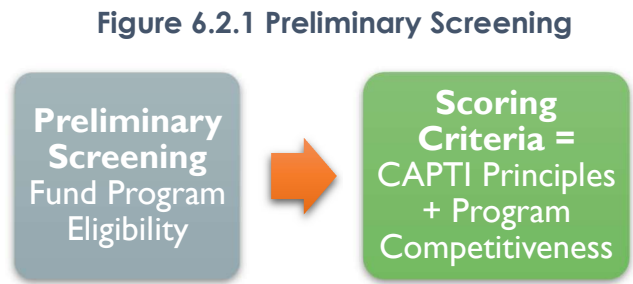
6.2 Project Scoring Process

The scoring process consists of establishing the project review committee (hereinafter referred to as reviewers or committee), evaluating responses to a set of scoring criteria, and scoring each criterion based on the scoring rubric (Appendix G). The SME reviewers evaluate and score projects for assigned criteria relating to their area of expertise. The final scores are submitted to Investment Planning, which will be entered in the scoring tool. Within the scoring tool, the scores are collected, averaged, and ranked highest to lowest, with the highest scored project being the #1 recommended project, the second highest being the #2 recommended project, and so forth. This ranking results in a Recommended List of Prioritized Projects that will be shared with the districts.

6.2.1 Preliminary Screening and General Scoring

As the initial step in the scoring process, Investment Planning conducts preliminary screening (Appendix E) of all projects to ensure the projects meet program eligibility before proceeding to the next step.











Projects that pass Preliminary Screening advance to Project Scoring, where projects are evaluated and scored by the committee based on a set of Scoring Criteria (Appendix F) and an associated Scoring Rubric that defines the basis for each score (Appendix G). The scoring criteria consists of the following two key components:



- CAPTI Guiding Principles:** All projects are evaluated and scored based on CAPTI. Table 6.2.2 indicates which fund programs align with each CAPTI guiding principle.
- Program-Specific:** This scoring criteria is specific to the fund program and intended to evaluate the competitiveness of the project for that program. This is not applicable for State-Sponsored Non-SHOPP PID program.

It is important to note that while the scoring criteria will satisfy both CAPTI and program-specific, the criteria languages may differ slightly among the different fund programs.

Table 6.2.2 – CAPTI Applicability for Fund Programs

CAPTI Framework		Funding Programs					
		ATP	INFRA	ITIP	RAISE	SCCP	TCEP
Types of Transportation Investments							
	Building towards an integrated, statewide rail and transit network		✓	✓	✓	✓	✓
	Investing in networks of safe and accessible bicycle and pedestrian infrastructure	✓	✓	✓	✓	✓	✓
	Including investments in light, medium, and heavy-duty zero-emission vehicle infrastructure		✓	✓	✓	✓	✓
How to Invest in Clean Transportation							
	Strengthening our commitment to social and racial equity by reducing public health harms and maximizing benefits to disproportionately impacted disadvantaged communities	✓	✓	✓	✓	✓	✓
	Making safety improvements to reduce fatalities and severe injuries of all users towards zero	✓	✓	✓	✓	✓	✓
	Assessing physical climate risk		✓	✓	✓	✓	✓
	Promoting projects that do not significantly 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 land		✓	✓	✓	✓	✓

6.2.2 Foundation for Scoring Criteria

In Fall 2021, Caltrans developed a set of scoring criteria for the 2021 Interregional Transportation Strategic Plan (ITSP, October 2021) to prioritize projects for the 2022 Interregional Transportation Improvement Program (ITIP, October 2021). The 2021 ITSP scoring criteria, included in Appendix F.4 and accessible [here](#), were based on the CTP 2050 goals and the CAPTI framework, with a focus on achieving interregional corridor objectives, policies, and needs. To maintain consistency, the 2021 ITSP scoring criteria serves as the foundation for developing scoring criteria for other state and federal programs, such as the State-Sponsored Non-SHOPP PID, SB 1 TCEP and SCEP, INFRA, RAISE, as well as new federal competitive programs established by the Bipartisan Infrastructure Bill. The criteria questions may be modified as appropriate to align with program-specific objectives, goals, and needs. The scoring criteria for available fund programs are included in Appendix F.

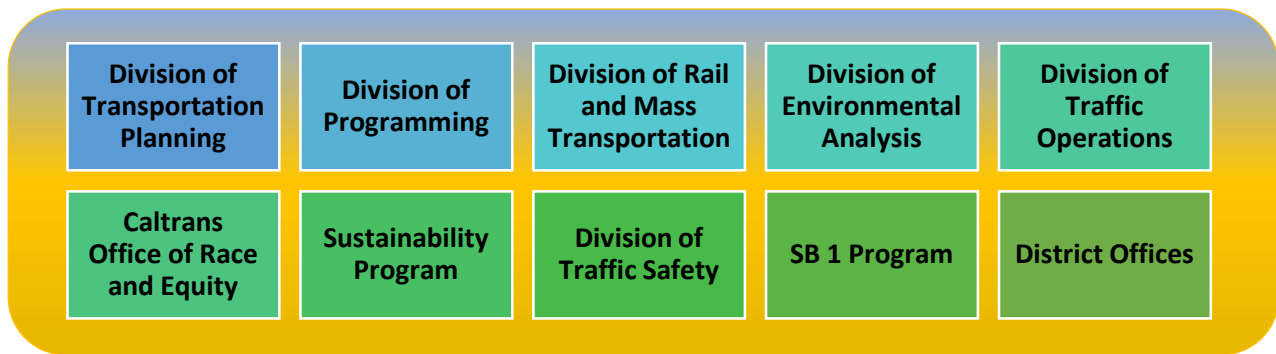
To provide a general framework of scoring criteria development, below is a list of criteria questions from the 2021 ITSP, which is modified to be nonspecific to interregional travel and can be applied to other programs, as appropriate.

1. How does the project improve travel in the corridor?
2. Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?
3. How does the project impact single occupancy vehicle miles traveled (VMT)?
4. How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?
5. How does the project impact public health, including from a racial equity standpoint?
6. Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?
7. Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
8. Does the project include and/or improve access to zero emission charging or fueling infrastructure?
9. Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?
10. Does the project minimize the impact on natural resources and ecosystems?
11. Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?
12. Does the project leverage partner funds?
13. How does the project impact the economy?

6.2.3 Project Review Committee

A multi-disciplinary project review committee is vital to the success of the scoring process. It is a team of volunteer SMEs (Figure 6.2.3) formed for each fund program cycle to evaluate and score projects. After completion of preliminary screening, a kick-off meeting will be held with the committee to discuss the overall nomination process, including fund program guidelines, scoring rubrics, evaluation materials, and general rules and expectations. Projects are then randomly assigned to the reviewers, who will review the projects against the criteria for which they are assigned as their area of expertise. For example, a reviewer from the Division of Traffic Operations would review the criteria on VMT and Safety for all projects assigned. The reviewers are guided by the Scoring Rubric (Appendix G) and record their scores in the Scoring Sheet (Appendix H), as well as providing justifications for each score given.

Figure 6.2.3 – Project Review Committee
 (Not All-Inclusive)



6.3 Nomination of Approved Projects

Once all the scores are collected in the scoring tool, Investment Planning prepares the Recommended List of Prioritized Projects and submits to Caltrans Executive Management for review and approval of the projects. The final list is also presented to CalSTA for their review and concurrence. Districts are subsequently notified of the nominated projects and to proceed with development of the grant applications.

6.4 Letter of Support

Caltrans is often requested to provide letters of support for projects submitting grant application. For major discretionary fund programs that may not fully align with CAPTI, such as INFRA and RAISE, the projects are evaluated and selected through a similar process described in Sections 6.1 to 6.3, which involves collaboration with the SMEs to evaluate and score support letters to determine if projects align with the CAPTI guiding principles. The scoring process results in a recommended list of support letters that should proceed to Caltrans Director for signature.

There are certain discretionary fund programs where the signature authority is delegated to the District Director to increase efficiency. For major fund programs that fully align with CAPTI, such as the Consolidated Rail Infrastructure and Safety Improvements and Low/No

Emission Vehicle Program, signature authority is delegated to the District Director upon concurrence by HQ SMEs. For smaller grant programs, such as Area of Persistent Poverty and Tribal Transportation Program Safety Fund, the signature authority is delegated to the District Director, and the Districts is responsible for evaluating and selecting projects to support.

HQ Division of Transportation Planning retains the lead role in determining letter of support signature authority for all discretionary fund programs and providing appropriate oversight to ensure projects align with State goals and priorities. The LOS Signature Authority Decision Tree (Attachment I, *under development*) provides general guidance and parameters for signature authority and the extent of HQ evaluation.

7. CSIS Implementation

The CSIS implementation will set the State on a successful path of leveraging discretionary funding sources to achieve State's goals and priorities. This Interim CSIS will focus on a qualitative approach to evaluate, score, and nominate projects as a proactive measure to immediately implement CAPTI until a data-driven approach can be developed. The CSIS will be revisited and modified in late 2022 to early 2023 using SB 1 TCEP & SCCP Cycle 3, ATP Cycle 6, and other past programs as case studies for fine-tuning the methodologies and transitioning to a data and performance approach, where appropriate and feasible. To successfully implement the CSIS, it is paramount that state and local partnerships are successfully established and maintained to ensure project progression and commitment to the CAPTI framework are carried through the life of the project.

Figure 7.1 – CSIS Implementation Timeline *(Subject to Change)*



APPENDIX A: 10 CAPTI Guiding Principles



CAPTI

Climate Action Plan for
Transportation Infrastructure



July 2021 • Final Draft

10 CAPTI Guiding Principles

1. **Building toward an integrated, statewide rail and transit network**, centered around the existing California State Rail Plan that leverages the California Integrated Travel Project to provide seamless, affordable, multimodal travel options in all context, including suburban and rural settings, to all users.
2. **Investing in networks of safe and accessible bicycle and pedestrian infrastructure**, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.
3. **Investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure** as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.
4. **Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits** to disproportionately impacted disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing burdens on these communities, even if unintentional.
5. **Making safety improvements to reduce fatalities and severe injuries of all users towards zero** on our roadways, railways and transit systems by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.
6. **Assessing physical climate risk** as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate-related health and safety risks.
7. **Promoting projects that do not significantly increase passenger vehicle travel**, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.
8. **Promoting compact infill development while protecting residents and businesses from displacement** by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.
9. **Developing a zero-emission freight transportation system** that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.
10. **Protecting natural and working lands** from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

APPENDIX B: EO N-19-19

EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.



NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

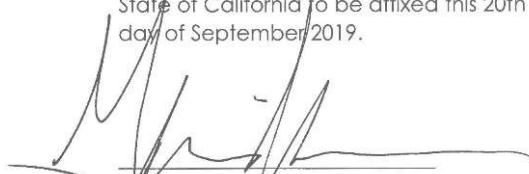
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
 - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
 - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
 - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
 - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
 - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
 - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
 - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
 - e. Mitigate increases in transportation costs for lower income Californians.
 3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
 - a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
 - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
 - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
 - d. Manage energy demand to maximize benefits to the grid, and
 - e. Promote zero-emission vehicle purchasing in state and local government fleets.
 4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
 - a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
 - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
 - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State



APPENDIX C: EO N-79-20

EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-79-20

WHEREAS the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

WHEREAS we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

WHEREAS the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

WHEREAS as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

WHEREAS California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

WHEREAS the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

WHEREAS zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

WHEREAS California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

WHEREAS passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

WHEREAS California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

WHEREAS California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and



WHEREAS clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

WHEREAS to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

WHEREAS a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

IT IS HEREBY ORDERED THAT:

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.
2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:
 - a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.
 - b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.
 - c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021.
9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.
10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.
11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.
12. The Department of Conservation's Geologic Energy Management Division shall:
 - a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.
 - b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

- a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.
 - b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.
4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities, consistent with State and federal law.
 5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statutes of 2018) to support the levels of electric vehicle adoption required by this Order.
 6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, shall by July 15, 2021 identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:
 - a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
 - b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
 - c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.
 7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017).



IT IS FURTHER ORDERED that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020.



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

APPENDIX D: Nomination Intake Form

D.1 ATP Nomination Intake Form

1

ATP Cycle 6 Call for Project Nominations Intake Form Worksheet

Please use this **worksheet** to collaborate with partners and compile information before submitting the **ATP Cycle 6 Call for Project Nominations Intake Form** (via Smartsheet). Information collected in both the **worksheet** and **form** will be used by Caltrans DOTP during the project nomination review process for Cycle 6 of the Active Transportation Program (ATP).

IMPORTANT: Nominations must be submitted using the Smartsheet form by COB January 5, 2022.

*This worksheet (as well as other documents listed in Section VII) **must be uploaded** as an attachment to the **Smartsheet form**.*

Intake Form/Worksheet Contents:

- I. [General Information](#)
- II. [Location Information](#)
- III. [Funding Information](#)
- IV. [Political Information](#)
- V. [Project Narratives](#)
- VI. [Contact Information](#)
- VII. [Supporting Documents](#)

Instructions:

- For multiple-choice questions, utilize the check boxes provided.
- For short-answer questions, **please respond directly to the prompts given** (highlighted in gray).
 - Note: Text responses are limited in the Smartsheet form (you may run out of space). Please utilize this worksheet to provide detailed and complete responses.
- **Required questions are marked with an asterisk (*)**.
- Please review the supplemental documents in Section VII.
 - **Required documents include:**
 - ATP Cycle 6 Call for Project Nominations Intake Form Worksheet (this document)
 - Project Map

Please contact Romeo Estrella at Romeo.estrella@dot.ca.gov or Jennifer Synhorst <mailto:Jennifer.Synhorst@dot.ca.gov> with any questions.

Thank you!

I. General Information

1. Project Name*

Please provide a name for the project.

2. Local/Regional Partner(s)

For jointly nominated projects, please identify the local and/or regional partner(s).

3. Source Document

Please indicate if the project is consisted with an adopted RTP (please include a link) and aligned with local and regional priorities (upload documentation). Please list all other planning documents that informed this project proposal.

4. ATP Project Type*

Please indicate the ATP project type.

- Infrastructure (I)
- Plan
- Non-Infrastructure (NI)
- Infrastructure with Non-Infrastructure Components (I + NI)
- Quick-Build

5. ATP Project Size*

Please indicate the ATP project size by total project cost.

- Large Project (Total project cost greater than \$7 million)
- Medium Project (Total project cost more than \$2 million and up to \$7 million)
- Small Project (Total project cost \$2 million or less)

6. ATP Special Project Designation*

Please indicate if the project qualifies for an ATP Special Project Designation.

- Safe Routes to School
- Recreational Trails
- Not Applicable

7. Project Location Description and Scope*

Please describe the location of the project and the project scope. Include specifics, as applicable: Class of bike lane and miles of bike lane; is part of a Safe Routes to School Program; geometric improvement to roadway, etc. Please spell out first instances of acronyms. DO NOT use all-uppercase text to write the entire project description.

8. Project Planning Number (PPNO)

If applicable.

9. Expenditure Authorization (EA)

If applicable. Must be in this format: 12345 (DO NOT include district number).

10. Project Elements

Please identify the project elements. If *Other Active Transportation Mode* is selected, please indicate additional information in the scope.

- Pedestrian
- Bicycle
- Complete Streets
- Transit connections
- Linkage/connections to recreation trails
- Other Active Transportation Modes

11. Current Phase*

Please identify the current phase of the project. Projects already in construction are not eligible for ATP funding.

- PID
- PA&ED
- PS&E / ROW
- N/A

12. Component(s) Requested*

Please identify the components requesting funding from ATP.

- PA&ED
- PS&E
- ROW
- CON
- N/A

13. CON Start Year

Please provide the scheduled start of construction (year). Projects must commence the ROW phase or actual construction within 10 years of receiving pre-construction funding through ATP.

II. Location Information

14. Caltrans District*

Please identify the District(s) in which the project is located.

15. County/Countries*

Please identify the county/countries in which the project is located.

16. Route(s)*

Is the project on a state highway facility, please type the route number (ex: SR-24, type "24"). Please separate routes by commas (ex., "101, 280"). If the project is off system, please type "OFF" and provide street names).

17. Begin Post Mile

Please type NUMBERS ONLY (no hyphens). Utilize the [Postmile Query Tool](#).

18. End Post Mile

Please type NUMBERS ONLY (no hyphens). Utilize the [Postmile Query Tool](#).

19. Disadvantaged Communities*

Does the project qualify as a disadvantage community? Select all that apply. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria (Please upload screenshots or documentation of data):

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. [Data is available at the United States Census Bureau Website.](#)
- [SB 535 Disadvantaged Communities Map \(CalEnviroScreen 3.0\)](#) An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 39.34).
- National School Lunch Program: At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criterion.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other

tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).

- Median Household Income
- SB 353 Disadvantaged Community (CalEnviroScreen)
- National School Lunch Program
- Healthy Places Index
- Other (If you believe that the project benefits a disadvantaged community, but the project does not meet the mentioned criteria due to a lack of accurate information, the District may attach another means of qualifying for consideration)
- Not Applicable

20. Native American Land*

Is the project located in a Native American Land, OR does the project provide benefits to a Native American Land? [Please use the Native American Land Viewer Map](#).

- Located in Native American Land
- Provides Benefits to Native American Land
- Is Not Located in/Does not Provide Benefits to Native American Land

21. Benefits to Native American Land

If the project is either located in or provides benefits to a Native American Land, please describe the benefits below.

22. Safe Routes to School

Describe how the project is within two miles of a public school or within the vicinity of a public-school bus stop (this does not apply to NI projects with no traffic education or enforcement activities). Demonstrate how the project directly increases safety and convenience for public school students to walk and/or bike to school. (APPLIES TO SAFE ROUTES TO SCHOOL PROJECTS ONLY).

23. Recreational Trails

Describe how the project serves active transportation purposes (such as multi-use paths, Class I bikeways, etc.) that may include, but are not primarily, recreational in nature. (APPLIES TO TRAIL PROJECTS ONLY).

III. Funding Information

24. Project Funding Table

Please fill out applicable cells in the table below to indicate funding requests and related information.

Project Funding								
Project Phase	Total Project Costs (\$1,000s)	Total ATP Funding Request (\$1,000s)	ATP Allocation Fiscal Year	Total Non-ATP Funding (\$1,000s)	Non-Participating Funding (\$1,000s)	"Prior" ATP Funding (\$1,000s)	Leveraging Funding (\$1,000s)	Future Local Identified Funding (\$1,000s)
PA&ED	\$	\$		\$	\$	\$	\$	\$
PS&E	\$	\$		\$	\$	\$	\$	\$
R/W	\$	\$		\$	\$	\$	\$	\$
CON	\$	\$		\$	\$	\$	\$	\$
NI-CON	\$	\$		\$	\$	\$	\$	\$
TOTAL	\$	\$		\$	\$	\$	\$	\$

ATP Cycle 6 Caltrans Project Nomination Intake Form Worksheet
 Division of Transportation Planning
 Office of Strategic Investment Planning
 August 2021

IV. Political Information

25. Congressional Information*

Please select all Congressional District(s) associated with the project location. For reference:
<https://www.govtrack.us/congress/members/map>

26. Key Stakeholders*

Please list key stakeholders.

27. Other Political Considerations

Please describe any other political considerations, such as any political groups or members that support/do not support the project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.

V. Project Narratives

28. Benefit to Disadvantaged Communities and Advancing Equity

Describe the benefits to the disadvantaged community because of this project. Consistent with CAPTI, please describe how the project advances equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups. Please describe the project's direct benefits to these communities. Explain how the disadvantaged community residents will have physical access to the project. Explain how these groups were involved in early decision-making, and/or explain future active engagement with the community. Address any issues of displacement that may occur because of this project, if applicable.

29. Need

Describe the issue(s) and deficiencies that this project will address. How will the proposed project benefit non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? How will the project increase walking and/or biking? Describe the identification of walking and bicycling routes to and from schools, transit facilities, community and employment centers, and other key destinations, including increasing and improving the connectivity and mobility of non-motorized users that the project addresses. Consistent with CAPTI, does the project close a gap, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets? Does the project provide connections to, or addresses a deficiency in an active transportation network or meets an important community need? If so, please describe.

30. Safety

Consistent with CAPTI, please describe how the project makes safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safety-systems approach. Please include the identification of safety hazards for pedestrians and bicyclists and how the project is mitigating those hazards.

31. Public Participation and Planning

Identify the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Please include evidence on how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.

32. Context Sensitive Bikeways/Walkways and Innovative Project Elements

Describe how the project uses the “recognized best” solutions appropriate for the local community context, incorporates innovative features, and/or why the context of the project best lends itself to standard treatments/features. Does this project propose any solutions that are new to their region? As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

33. Transformative Projects

Describe how your project will transform the non-motorized environment? Address the potential for this project to support existing and planned housing, especially affordable housing. Consistent with CAPTI, explain how the project promote compact infill development by supporting housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips? How does the project encourage users to choose active transportation over auto travel (mode shift)? Does the project help reduce GHG and/or VMT?

VI. Contact Information

34. Primary Contact Information*

First Name

Last Name

Title

E-Mail Address

Phone Number

35. Secondary Contact Information

First Name

Last Name

Title

E-Mail Address

Phone Number

VII. Supporting Documents

36. Please upload supporting documents to the Smartsheet form. *

Required:

- **Project Nominations Intake Form Worksheet (THIS FORM)**
- **Project Map**

Optional: Project Fact Sheet, Community Engagement Information/Documentation, etc.

D.2 SB 1 SCCP & TCEP Nomination Intake Form

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
SCCP AND TCEP CYCLE 3 PROJECT NOMINATION INTAKE FORM

DIVISION OF TRANSPORTATION PLANNING

Rev 11/16/2021

 Date

Project Information				Primary Contact Information			
EA <input type="text"/>	PPNO <input type="text"/>	EFIS ID <input type="text"/>		Name: <input type="text"/>		Email: <input type="text"/>	
Location Description <input type="checkbox"/> On System <input type="checkbox"/> Off System (add Location under Project Description)				Select Program Type			
District <input type="text"/>	County <input type="text"/>	Route <input type="text"/>	Prefix <input type="text"/>	PM Back <input type="text"/>	Suffix <input type="text"/>	Prefix <input type="text"/>	PM Forward <input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="checkbox"/> SCCP (Complete Page 2)				<input type="checkbox"/> TCEP (Complete Page 3)			
Project Name							
Project Description							
Please select all applicable modes							
<input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Street <input type="checkbox"/> Grade Crossing <input type="checkbox"/> Highway <input type="checkbox"/> Highway (Freight) <input type="checkbox"/> ITS <input type="checkbox"/> Managed Lanes <input type="checkbox"/> Rail (Passenger) <input type="checkbox"/> Rail (Freight) <input type="checkbox"/> Transit <input type="checkbox"/> Port/POE							
List Regional Partners and Key Stakeholders				Is the project in an adopted RTP/SCS? <input type="checkbox"/> Yes <input type="checkbox"/> No Is the project in the State Rail Plan? <input type="checkbox"/> Yes <input type="checkbox"/> No Does the project have committed federal funding? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Project Phase, Cost Estimates, and Schedule							
Project Current Phase: <input type="text"/>				Total Project Cost (x\$1,000): <input type="text"/>			
RTL Date: <input type="text"/>				Construction Start Date: <input type="text"/>			
Insert information if the project has received funding from Federal, State, Local, and/or Private sources							
	Funding Agency	Funding Source	Amount (Committed)	Component(s) Funded			
Fund 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
If the project was previously submitted to other funding programs, but did not receive funding, please identify:							
	Funding Agency	Funding Source	Amount (Committed)	Component(s) Funded			
Fund 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT NOMINATION INTAKE SUPPLEMENTAL FORM FOR TCEP PROJECTS

DIVISION OF TRANSPORTATION PLANNING


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 EA

1.) Is the project in the California Freight Mobility Plan 2020 (CFMP)? <input type="checkbox"/> Yes <input type="checkbox"/> No										
2.) Is the project consistent with the CFMP goals? <input type="checkbox"/> Yes <input type="checkbox"/> No										
3.) Select one or more of the following high-performance freight attributes within the TCEP project? <ul style="list-style-type: none"> <input type="checkbox"/> Advanced Traveler Information Systems <input type="checkbox"/> Border port of entry efficiency improvements <input type="checkbox"/> Eco-routing <input type="checkbox"/> Emissions reduction infrastructure for idling vehicles/vessels <input type="checkbox"/> Freight rail system improvements <input type="checkbox"/> Freight signal priority <input type="checkbox"/> Freight specific climate resiliency components <input type="checkbox"/> Freight, active transportation conflict reduction <input type="checkbox"/> Port or railyard intermodal capacity/efficiency <input type="checkbox"/> Public ZEV fueling facilities at sites <input type="checkbox"/> Railroad management and operations systems <input type="checkbox"/> Reduction of noise caused by freight movements <input type="checkbox"/> Short sea shipping infrastructure <input type="checkbox"/> Signal and rail freight yard/access spur improvements <input type="checkbox"/> Truck climbing lanes <input type="checkbox"/> Truck parking facilities <input type="checkbox"/> Truck parking information and/or reservation systems 	4.) Select the corridor that your project area is located. <table style="width: 100%; margin-top: 5px;"> <tr> <td><input type="checkbox"/> Bay Area</td> <td><input type="checkbox"/> Los Angeles/ Inland Empire</td> </tr> <tr> <td><input type="checkbox"/> Central Coast</td> <td><input type="checkbox"/> San Diego/Border</td> </tr> <tr> <td><input type="checkbox"/> Central Valley</td> <td><input type="checkbox"/> Other</td> </tr> </table> 5.) Is the project located on a designated Critical Rural Freight Corridor (CRFC) or Critical Urban Freight Corridor (CUFC)? <ul style="list-style-type: none"> <input type="checkbox"/> CRFC <input type="checkbox"/> CUFC <input type="checkbox"/> Designation of CRFC/CUFC by the time of allocation <input type="checkbox"/> Not located on CRFC nor CUFC 6.) Is the project located on or benefit the Primary Highway Freight System? <ul style="list-style-type: none"> <input type="checkbox"/> Yes - Project is located on the PHFS <input type="checkbox"/> Yes - Project benefits the PHFS <input type="checkbox"/> No - Project is not located on/project does not benefit the PHFS 	<input type="checkbox"/> Bay Area	<input type="checkbox"/> Los Angeles/ Inland Empire	<input type="checkbox"/> Central Coast	<input type="checkbox"/> San Diego/Border	<input type="checkbox"/> Central Valley	<input type="checkbox"/> Other			
<input type="checkbox"/> Bay Area	<input type="checkbox"/> Los Angeles/ Inland Empire									
<input type="checkbox"/> Central Coast	<input type="checkbox"/> San Diego/Border									
<input type="checkbox"/> Central Valley	<input type="checkbox"/> Other									
7.) TCEP Funding Information Cycle 3 Funding Request (X\$1,000) <input style="width: 100px;" type="text"/> Cycle 3 Match Amount (X\$1,000) <input style="width: 100px;" type="text"/> Proposed Match Funding Source: <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div>	9.) Identify the phase(s) for which funds are being requested <table style="width: 100%; margin-top: 5px;"> <tr> <td><input type="checkbox"/> PA&ED</td> <td><input type="checkbox"/> R/W Sup</td> <td><input type="checkbox"/> CON Sup</td> </tr> <tr> <td><input type="checkbox"/> PS&E</td> <td><input type="checkbox"/> R/W Cap</td> <td><input type="checkbox"/> CON Cap</td> </tr> <tr> <td colspan="3" style="text-align: right;"><input type="checkbox"/> Other</td> </tr> </table> If requesting pre-construction funds, will the project commence R/W acquisition or actual construction within 10 years of receiving pre-construction funds? <p style="text-align: right; margin-top: 5px;"><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<input type="checkbox"/> PA&ED	<input type="checkbox"/> R/W Sup	<input type="checkbox"/> CON Sup	<input type="checkbox"/> PS&E	<input type="checkbox"/> R/W Cap	<input type="checkbox"/> CON Cap	<input type="checkbox"/> Other		
<input type="checkbox"/> PA&ED	<input type="checkbox"/> R/W Sup	<input type="checkbox"/> CON Sup								
<input type="checkbox"/> PS&E	<input type="checkbox"/> R/W Cap	<input type="checkbox"/> CON Cap								
<input type="checkbox"/> Other										
10.) How does the project improve freight movement										
10.a) Please support your response to the question above by providing quantitative data below.										
Throughput Freight Measures										
	Metric	Project Type	Results Change-Build vs No Build							
	Change In Truck Volume	Road								
	Change In Rail Volume	Rail								
	Change In Cargo Volume	Sea Port, Airport								

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PROJECT NOMINATION INTAKE SUPPLEMENTAL FORM FOR SCCP PROJECTS
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1.) Is the project included in a Comprehensive Multimodal Corridor Plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
2.) Select Strategic Interregional Corridor that is associated with the project. <ul style="list-style-type: none"> <input type="checkbox"/> San Diego/Mexico - Inland Empire <input type="checkbox"/> Central Coast - Central Valley East/West Connectors <input type="checkbox"/> North Coast - Northern Nevada <input type="checkbox"/> Sacramento - Oregon <input type="checkbox"/> High Desert - Eastern Sierras - Northern Nevada <input type="checkbox"/> San Jose/San Francisco Bay Area - Sacramento - Northern Nevada <input type="checkbox"/> San Jose/San Francisco Bay Area - North Coast <input type="checkbox"/> Central Coast - San Jose/San Francisco Bay Area <input type="checkbox"/> South Coast - Central Coast <input type="checkbox"/> Southern California - Southern Nevada/Arizona <input type="checkbox"/> San Jose/San Francisco Bay Area - Central Valley - Los Angeles 	1.a) If marked yes for number 1, click below and add screenshot of the project within the CMCP. <div style="border: 1px solid black; height: 150px; margin: 10px 0; display: flex; align-items: center; justify-content: center;">  </div> or provide a link of the project within CMCP. <input style="width: 100%; height: 20px; margin-top: 5px;" type="text"/>
3.) SCCP Funding Information <p>Cycle 3 Funding Request (X\$,1000) <input style="width: 100px;" type="text"/></p> <p>Cycle 3 Match Amount (X\$,1,000) <input style="width: 100px;" type="text"/></p> <p>Proposed Match Funding Source:</p> <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div>	4.) Identify the component(s) for which funds are being requested (X \$1,000) <ul style="list-style-type: none"> <input type="checkbox"/> Construction Support <input style="width: 100px;" type="text"/> <input type="checkbox"/> Construction Capital <input style="width: 100px;" type="text"/>

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
SCCP AND TCEP CYCLE 3 PROJECT NOMINATION INTAKE FORM - NARRATIVE PORTION
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Consistency with Statewide Priorities and Goals

This section provides an assessment of the projects' consistency with statewide transportation priorities and goals, including the [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#).

1. Does the project demonstrate potential for **mode shift**, including to rail, transit, or active transportation?

2. How does the project impact single occupancy Vehicle Miles Travelled (VMT)?

3. Does the project include and document a meaningful **public engagement process** to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC), low-income, environmental justice communities, and/or their Community Based Organizations) and **incorporate local communities needs** into the project?

4. Is the project located in one or more Disadvantaged Communities?
 Please refer to the definitions and resources listed in the Project Nomination Form Guidance. Please use the mapping tools to search the project location, take a screenshot, and attach map(s) to the Smartsheet form.

- Median Household Income
- SB 535 Disadvantaged Community (CalEnviroScreen)
- National School Lunch Program
- Healthy Places Index
- Federally Recognized Tribal Lands
- Other/Regional Definition
- Not applicable

5. Does the project **reduce fatalities and severe injuries** for all users in alignment with the Safe Systems approach?

6. Does the project include and/or improve access to **Zero Emission Vehicle (ZEV)** charging or fueling infrastructure?

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SCCP AND TCEP CYCLE 3 PROJECT NOMINATION INTAKE FORM - NARRATIVE PORTION
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7. Does the project improve **climate adaptation and resiliency** by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?

8. Does the project minimize the impact on **natural resources and ecosystems**?

9. Does the project promote **infill development** and land use patterns while protecting residents and businesses from displacement?

10. **General/Additional Comments or Narratives**

IMPORTANT: This worksheet must be submitted via the [Smartsheet form](#) by COB February 1, 2022.

D.3 State-Sponsored Non-SHOPP PID Nomination Intake Form

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
State-Sponsored Non-SHOPP PID Project Nomination Intake Form
 DIVISION OF TRANSPORTATION PLANNING
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I. General Information

1. Project Name*		2. District Priority* 1
3. PID Status* <input type="checkbox"/> New (skip #4 & 5) <input type="checkbox"/> Carryover		
4. Carryover Action Plan - Briefly describe District communications with HQ Office of Project Planning		
5. Carryover - Actual/Target M006 Date		6. Target PID Approval Date*
7. Identify the sources where the project/need derived from. Check all that apply. <input type="checkbox"/> TCR/Corridor Plan <input type="checkbox"/> RTP <input type="checkbox"/> MONSTER List <input type="checkbox"/> Other, specify		
Comments:		
8. District*	9. EA*	10. County* 11. Route* 12. PM* beg. end
13. Location Description and Project Description*		
14. Conceptual/Preliminary Purpose & Need		
15. Project Sponsor* <input type="checkbox"/> Caltrans <input type="checkbox"/> Local Agency <input type="checkbox"/> Other, specify	16. Is this a Local-Sponsored project within county under 40,000 population?* Choose an item.	17. List Known Key Stakeholders
18. Identify the <u>primary</u> mode(s)* Select up to two. <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input type="checkbox"/> Freight <input type="checkbox"/> Highway <input type="checkbox"/> Managed Lanes <input type="checkbox"/> ITS <input type="checkbox"/> Port <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Passenger) <input type="checkbox"/> Rail (Freight)		19. Identify any <u>secondary</u> project mode(s)* Select all that apply. <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input type="checkbox"/> Freight <input type="checkbox"/> Highway <input type="checkbox"/> ITS <input type="checkbox"/> Port <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Freight) <input type="checkbox"/> Rail (Passenger)
20. Total PY Request to Complete the PID by FY: FY 22/23*		FY 23/24*

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
State-Sponsored Non-SHOPP PID Project Nomination Intake Form
 DIVISION OF TRANSPORTATION PLANNING
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II. Preliminary Cost and Schedule

Components	Preliminary Estimates (in 1000s)	Potential Funding Sources
21. PA&ED*	\$	
22. PS&E	\$	
23. R/W Support	\$	
24. R/W Capital	\$	
25. Con Support	\$	
26. Con Capital	\$	
27. Project Total*	\$	
Preliminary Schedule:		28. Target Begin PA&ED Year* 29. Target RTL Year*
Comments:		

III. District Self-Assessment: Consistency with Statewide Goals & Priorities

30. Mode Shift*	Choose an item.	35. Expand ZEV Infrastructure*	Choose an item.
31. Reduce VMT*	Choose an item.	36. Address Climate Risk*	Choose an item.
32. Public Engagement*	Choose an item.	37. Natural & Working Lands*	Choose an item.
33. Benefits to DAC*	Choose an item.	38. Infill Development*	Choose an item.
34. Improve Safety*	Choose an item.		

IV. District Contact Information

39. Name (First, Last)*	
40. Title*	41. Phone*

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State-Sponsored Non-SHOPP PID Project Nomination Intake Form
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IV. Consistency with Statewide Goals & Priorities – Scoring Criteria

<p>42. MODE SHIFT: Does the project have the potential for mode shift, including to rail, transit, or active transportation?</p>
<p>43. REDUCE Vehicle Miles Traveled (VMT): What is the potential for the project to impact VMT?</p>
<p>44. PUBLIC ENGAGEMENT: How does the project plan to include and document a meaningful public engagement process that includes community-based participation?</p>
<p>45. BENEFITS TO DISADVANTAGED COMMUNITY (DAC): How does the project plan to incorporate local communities needs to provide benefits to a DAC?</p>
<p>46. IMPROVE SAFETY: Does the project plan to include safety improvements/enhancements to reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?</p>
<p>47. EXPAND ZERO EMISSION VEHICLE (ZEV) INFRASTRUCTURE: How does the project plan to include and/or improve access to ZEV charging or fueling infrastructure?</p>
<p>48. ADDRESS CLIMATE CHANGE: How does the project plan to improve climate adaptation and resiliency by addressing one or more climate risk(s)?</p>
<p>49. NATURAL AND WORKING LANDS: How does the project plan to minimize the impact on natural resources and ecosystems?</p>
<p>50. INFILL DEVELOPMENT: How does the project plan to promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?</p>

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
State-Sponsored Non-SHOPP PID Project Nomination Intake Form
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V. Other Considerations

51. Fix-It-First Approach: How does the project plan to demonstrate a fix-it-first approach?	
52. Priority Location: Is this a priority location for the District? Why or why not?	
53. Innovative and Transformative Solutions: Does the project propose any innovative and/or transformative elements?	
54. Partnership and Stakeholder Engagement: Has there been previous engagement with local, regional, other transportation agencies and/or key stakeholders in supporting the development of this project?	
55. If the project location is in one or more Disadvantaged Communities, please select the source(s) of this determination. See instructions.	
<input type="checkbox"/> Median Household Income <input type="checkbox"/> SB 535 Disadvantaged Community (CalEnviroScreen)	
<input type="checkbox"/> National School Lunch Program <input type="checkbox"/> Healthy Places Index	
<input type="checkbox"/> Federally Recognized Tribal Lands <input type="checkbox"/> Other/Regional Definition	
<input type="checkbox"/> Not applicable	
56. ADDITIONAL CONSIDERATIONS	
Required:	<ul style="list-style-type: none"> • State-Sponsored, Non-SHOPP PID Nomination Intake Form (this document) • Question #20: K-Phase Resource Estimate Breakdown by Functional Units • Question #55: Disadvantaged Community – Screenshot to Support
Optional:	<ul style="list-style-type: none"> • Project Factsheet • Vicinity Map • Data or exhibits in response to Questions #42-50 • Support Letters • Other relevant documents (emails, RTP amendments, Board agenda, etc.)

IMPORTANT INSTRUCTIONS

Please use this worksheet to collaborate with internal and external partners and compile the information prior to completing the submittal form via Smartsheet. Fields marked with an asterisk (*) are required for Smartsheet submittal form at the following link:

<https://app.smartsheet.com/b/form/f5f99bf16454420ea02ddaf5fe0835a4>

Please contact Tracey Frost at tracey.frost@dof.ca.gov with any questions.

DEADLINE: Submit nominations via Smartsheet by **February 28, 2022.**

APPENDIX E: Preliminary Screening

E.1 ATP Screening Checklist

Active Transportation Program Cycle 6 Preliminary Screening Criteria Checklist

- Project is consistent with adopted RTP
- Project is not fully funded (not supplementing funds)
- Project is an eligible project for ATP ([section 13 in 2020 ATP Guidelines](#))
- If applying for pre-construction phase, must also be applying for construction phase
- Projects must be coordinated and aligned with local and regional priorities. Must submit documentation.
- Project cannot be funded through SHOPP
- Minimum Request amount (\$250,000)

E.2 SB 1 SCCP & TCEP Screening Checklist

Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP) Cycle 3 Preliminary Screening Criteria Checklist

SCCP

- Project in a Comprehensive Multimodal Corridor Plan
- VMT Analysis
- Project is in RTP/SCS
- Requesting CON only funding
- No general-purpose lanes
- Independent Utility & Ready to start CON by December 31, 2025

TCEP

- Align with CFMP Goals and Criteria
- VMT Analysis
- Project is in RTP/SCS
- Project is on or benefits PHFS, CRFC or CUFC by the time of allocation
- Approved PID (PA&ED request only)
- R/W Acquisition or CON within 10 years of allocation

APPENDIX F: Scoring Criteria

F.1 ATP Scoring Criteria

Active Transportation Program Cycle 6 Scoring Criteria

Scoring Criteria	Maximum Points
Community Need	40
Safety	20
Benefits to Disadvantaged Communities and Advancing Equity	20
Public Participation & Planning	10
Context Sensitive & Innovation	5
Transformative Projects	5
Leveraging	5
Total	105

F.2 SB 1 SCCP & TCEP Scoring Criteria

QUESTION#	QUESTION TITLE	APPLICABLE PROGRAM	CAPTI ALIGNMENT
1	Mode Shift	TCEP; SCCP	CAP 1 and CAP 2
2	VMT	TCEP; SCCP	CAP 7
3	Public Engagement and Local Community Needs	TCEP; SCCP	CAP 5
4	Disadvantaged Communities	TCEP; SCCP	CAP 5
5	Reduce Fatalities and Severe Injuries	TCEP; SCCP	CAP 4
6	Zero Emission Vehicle	TCEP; SCCP	CAP 3 and CAP 8
7	Climate Adaptation and Resiliency	TCEP; SCCP	CAP 6
8	Natural Resources and Ecosystems	TCEP; SCCP	CAP 10
9	Infill Development	TCEP; SCCP	CAP 9
10	Leverage Funds	TCEP; SCCP	N/A
11	Improve Freight Movement	TCEP	N/A
12	High-Performance Freight Attributes	TCEP	N/A

F.3 State-Sponsored Non-SHOPP PID Scoring Criteria

QUESTION	CRITERIA QUESTION TITLE	CAPTI ALIGNMENT
1	Mode Shift	CAP 1 and CAP 2
2	Vehicles Mile-Traveled (VMT)	CAP 7
3	Public Engagement	CAP 5
4	Benefits to Disadvantaged Communities	CAP 5
5	Improve Safety	CAP 4
6	Expand Zero Emission Vehicle Infrastructure	CAP 3 and CAP 8
7	Address Climate Change	CAP 6
8	Natural and Working Lands	CAP 10
9	Infill Development	CAP 9

F.4 2021 ITSP Scoring Criteria

The information in this section is also accessible [here](#).

The ITSP must provide direction on how to identify and rank projects for ITIP consideration. Project evaluation criteria is vital to the implementation of the ITSP. The criteria will be used to evaluate projects to ensure they meet the objectives and policies outlined in this plan, including meeting legislative requirements and executive orders.

The project evaluation criteria are based on CAPTI as well as the eight goals identified in this plan and the CTP 2050: safety, climate, equity, quality of life, accessibility, economy, environment, and infrastructure. These criteria may be refined before each STIP cycle to incorporate new policies, altered circumstances, and legislation changes.

The ITIP scoring criteria are one factor in project selection. The responses for each criteria question will receive a score based on the applicable scoring range and each project will receive a final evaluation score totaled across all criteria. Each scoring criterion is weighted equally, with a maximum of three points and a minimum of zero points possible. Scoring criteria questions and ranges may be adjusted for future ITIP cycles.

Table 14: ITIP Scoring Criteria

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
REQUIREMENT: Does the project support a facility identified in a strategic interregional corridor summary?	N/A	N/A
Is the project on a priority interregional facility?	N/A	Yes - 3 points; No - 0 points
How does the project improve interregional travel (e.g. freight movement, intercity rail, etc.)?	Safety, Accessibility, Environment, Economy, Infrastructure	Significantly improve - 3 points; Moderately improve - 2 points; Minimally improve - 1 point; Does not improve - 0 points
Does the project demonstrate potential for interregional travel mode shift, including to rail, transit, or active transportation?	Safety, Climate, Equity, Accessibility, Environment, Quality of Life, Environment, Economy, Infrastructure	High potential - 3 points; Medium potential - 2 points; Low potential - 1 point; No potential identified - 0 points
How does the project impact single occupancy vehicle miles traveled (VMT)?	Safety, Climate, Equity, Environment, Quality of Life, Environment	Significantly reduce VMT - 3 points; Moderately reduce VMT - 2 points; No Significant increase in VMT - 1 point; Significant increase in VMT - 0 points
How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?	Safety, Equity, Accessibility, Environment, Quality of Life, Economy	Incorporates all needs - 3 points; Incorporates some needs - 2 points; Incorporates limited needs - 1 point; Did not consider community needs - 0 points

Inferregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
How does the project impact public health, including from a racial equity standpoint?	Safety, Equity, Accessibility, Environment, Quality of Life, Economy	Effectively address public health factors - 3 points; Moderately addresses public health factors - 2 points; Minimally addresses public health factors - 1 point; Does not consider factors - 0 points
Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?	Safety, Climate, Equity, Accessibility, Environment, Quality of Life, Environment, Economy, Infrastructure	Makes a significant improvement with a strategic approach- 3 points; Makes a moderate improvement - 2 points; Makes a minimal improvement - 1 point; Not an emergency evacuation route - 0 points
Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?	Safety, Equity, Accessibility, Environment, Quality of Life, Infrastructure	Significantly reduce - 3 points; Moderately reduce - 2 points; Does not increase or reduce - 1 point; Increases - 0 points
Does the project include and/or improve access to zero emission charging or fueling infrastructure?	Climate, Equity, Accessibility, Environment, Economy, Infrastructure	Substantial zero-emission charging or fueling infrastructural improvements/including installation of new equipment - 3 points; The project includes moderate improvements/access to ZEV infrastructure - 2 points; The project minimally addresses ZEV infrastructural needs - 1 point; Does not address ZEV infrastructure - 0 points

Inferregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?	Climate, Equity, Environment, Quality of Life, Environment	Identifies climate risk(s) to the system and significantly improves resiliency and adaptation - 3 points; Identifies climate risk(s) to the system and adequately improves resiliency and adaptation - 2 points; Minimally identifies/addressed resiliency and adaptation needs - 1 point; Does not consider climate change resiliency and adaptation - 0 points
Does the project minimize the impact on natural resources and ecosystems?	Climate, Equity, Environment, Quality of Life, Environment	Significant positive benefits - 3 points; Moderate positive benefits - 2 points; Minimal positive benefits - 1 point; Negative impacts - 0 points
Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?	Safety, Climate, Equity, Accessibility, Environment, Environment, Economy, Infrastructure	Leverages significant investment from SHOPP and/or other funding sources for rehabilitating/maintaining assets - 3 points; Leverages some investment from SHOPP and/or other funding sources for rehabilitating/maintaining assets - 2 points; Leverages minimal investment from SHOPP/other sources for rehabilitating/maintaining assets - 1 point; No rehabilitating/maintaining investments for assets - 0 points
Does the project leverage partner funds?	Infrastructure	Greater than 50% of project OR of RTP funds made available - 3 points; Between 26% and 50% of project OR of RTP funds made available - 2 points; Between 5% and 25% of project OR of RTP funds made available - 1 point; less than 5% of project OR of RTP funds made available - 0 points
How does the project impact the economy?	Economy	Significant positive impact - 3 points; Moderate positive impact - 2 points; Minimal positive impact - 1 point; No impact or negative impact - 0 points

APPENDIX G: Scoring Rubric

G.1 ATP Scoring Rubric

Active Transportation Program Scoring Rubrics: Community Need

Points*	Project Demonstrates and Addresses Community Need
4	<p>The District compellingly and clearly demonstrates and addresses community need in the project area, and documents all of the following in a clear narrative:</p> <ul style="list-style-type: none"> • the lack of connectivity, AND • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, <p>AND</p> <ul style="list-style-type: none"> • For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations
3	<p>The District duly demonstrates and addresses community need in the project area, and documents only 2 of the following clearly, and at least one other one partially:</p> <ul style="list-style-type: none"> • the lack of connectivity, AND • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, <p>AND</p> <ul style="list-style-type: none"> • For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations
2	<p>The District somewhat demonstrates and addresses community need in the project area, and documents only 1 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> • the lack of connectivity, and • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, <p>AND</p> <ul style="list-style-type: none"> • For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations
1	<p>The District minimally demonstrates and addresses community need in the project area, and partially documents 1 of the following:</p> <ul style="list-style-type: none"> • the lack of connectivity, and • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, <p>AND</p> <ul style="list-style-type: none"> • For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations
0	Project has no benefits to Community Need

*weight of 10

Active Transportation Program Scoring Rubrics: Safety

Points*	Project Improves Safety
4	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safety-systems approach.</p> <p>The District demonstrated this by clearly and convincingly providing that:</p> <ul style="list-style-type: none"> •The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND • The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND • The proposed safety features have a proven track record for addressing the past crash/safety needs, AND • There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
3	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safety-systems approach.</p> <p>The District demonstrated this fairly well by providing that:</p> <ul style="list-style-type: none"> •The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND • The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND • The proposed safety features have a proven track record for addressing the past crash/safety needs, AND • There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
2	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safety-systems approach.</p> <p>The District demonstrated this adequately by providing that:</p> <ul style="list-style-type: none"> •The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND • The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND • The proposed safety features have a proven track record for addressing the past crash/safety needs, AND • There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
1	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways by focusing on context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safety-systems approach.</p> <p>The District demonstrated this minimally by providing that:</p> <ul style="list-style-type: none"> •The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND • The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND • The proposed safety features have a proven track record for addressing the past crash/safety needs, AND • There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
0	Project has no benefits to Community Need

*weight of 5

**Active Transportation Program
Scoring Rubrics: Disadvantage Community and Equity**

Section A + Section B = Total Score	
Section A	
Points*	Project will result in a direct benefit to a Disadvantaged Community and Advances Equity
4	The District • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.
3	The District addresses at least three of the following: • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.
2	The District addresses at least two of the following: • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.
1	The District minimally address: • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.
0	Project has no benefits to Disadvantage Communities or Advancing Equity

*weight of 3

Section B	
Points*	Nomination demonstrate the project is located within a DAC
2	Project location(s) are/is fully (100%) located within a DAC.
1	Project location(s) are/is partially (less than 100%) within a DAC.
0	None of the project location(s) are/is within a DAC.

*weight is based of severity (see below)

Severity Weight	
Median Household Income	
0	Greater than 80% of the MHI greater than \$56,982.40
1	75% through <80% of MHI \$53,421 through \$56,982.40
2	70% through <75% of MHI \$49,859.60 through \$53,421
3	65% through <70% of MHI \$46,298.20 through \$48,859.60
4	< 65% of MHI less than \$46,298.20
CalEnviroScreen Criteria	
0	Above 25% most disadvantaged less than 39.34
1	20% through 25% most disadvantaged 39.34 through 42.86
2	15% through < 20% most disadvantaged 42.87 through 46.63
3	10% through < 15% most disadvantaged 46.64 through 51.18
4	< 10% most disadvantaged 51.19 through 94.05
Free or Reduced Lunches	
0	Less than 75% of students receive free or reduced lunches
1	≥ 75% through 80% of students receive free or reduced lunches
2	> 80% through 85% of students receive free or reduced lunches
3	> 85% through 90% of students receive free or reduced lunches
4	> 90% of students receive free or reduced lunches
Healthy Places Index Score	
0	Healthy Places Index Score above 25 Percentile
1	Healthy Places Index Score 20 through 25 Percentile
2	Healthy Places Index Score 15 through <20 Percentile
3	Healthy Places Index Score 10 through <15 Percentile
4	Healthy Places Index Score <10 Percentile

Other DAC Criteria		
0 or 1	Other MHI or CalEnviroScreen Assessment	If the District believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment, to demonstrate that the community's med an household income is at or below 80% of that state med an household income.
0 or 1	Regional Definition	If the District believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition.
4	Federally Recognized Tribal Lands	Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

Active Transportation Program Scoring Rubrics: Public Participation

Section A + Section B + Section C = Total Score			
Section A		Section B	
Points*	Public Participation	Points	Community Feedback
3	The District clearly and convincingly demonstrates that: <ul style="list-style-type: none"> • The project scope was developed through a comprehensive technical planning process appropriate for the complexity and magnitude of the project, and that allowed for public input to shape the project, • The planning process considered the existing and future needs of the project users and transportation system, • The outreach and engagement process utilized has been ongoing and shows continued stakeholder support, • The planning process was effectively integrated into the public participation process. 	3	The District clearly and convincingly demonstrates that: <ul style="list-style-type: none"> • The project scope is fully supported by the feedback received during the public participation and planning process, • This process was fully utilized to identify and improve the project's overall effectiveness, • The public participation and planning process was fully utilized to ensure the project is one of the highest community vs. regional active transportation priorities.
2	The District sufficiently: <ul style="list-style-type: none"> • Describes who was engaged in the identification and development of the project, • Documents that the engagement included all appropriate levels of public and governmental stakeholders, • Shows that the stakeholders engaged was/is appropriate for the magnitude of the project, • Documented the outreach and engagement, • Shows in the attachments that the applicant sufficiently engaged the stakeholders the project is supposed to be benefitting, including the disadvantaged community (when applicable), • Explains that the meetings and events were accessible and effectively engaged some project stakeholders. 	2	<ul style="list-style-type: none"> • The project scope is somewhat supported by the feedback received during the public participation and planning process, • This process has somewhat improved the project's effectiveness • The project may or may not be one of the highest community vs. regional active transportation priorities.
1	The District minimally addresses between 1-2 items: <ul style="list-style-type: none"> • Describes who was engaged in the identification and development of the project, • Documents that the engagement included public and governmental stakeholders, • Shows that the stakeholders engaged was/is appropriate for the magnitude of the project, • Documented the outreach and engagement, • Shows in the attachments that the applicant engaged the stakeholders the project is supposed to be benefitting, including the disadvantaged community (when applicable), • Explains that the meetings and events were accessible and engaged stakeholders. 	1	<ul style="list-style-type: none"> • The project scope is minimally supported by the feedback received during the public participation and planning process, • This process has minimally improved the project's effectiveness • The project is not the highest community vs. regional active transportation priorities.
0	The District does not in any way describe and documents the outreach and engagement and does not specify the stakeholders that were engaged	0	The District does not in any way prove project scope is supported by the feedback received during the public participation and planning process

*weight of 2

Section C	
Points	Continue Engagement
1	The District demonstrates that project stakeholders will continue to be engaged in the implementation of the project/program/plan.
0	Project stakeholders will not continue to be engaged in the implementation of the project/program/plan.

Active Transportation Program Scoring Rubrics: Context Sensitive and Innovation

Points	Context Sensitivity and Innovation
5	The District clearly and convincingly demonstrates that: <ul style="list-style-type: none"> • Recognized best solutions were employed in this project, and • The project is proposing innovative solutions to best address the project’s issues/needs, including stating the physical and operational attributes such as speed/width/volumes or • Recognized best solutions were employed and innovative elements were considered; and the reason for not selecting the innovative elements is very clear and compelling.
3 - 4	<ul style="list-style-type: none"> • Recognized best solutions were employed in this project, and/or • The project is proposing innovative solutions, or • Viable innovative elements were considered and the explanation for not selecting the innovations is noted.
1 - 2	<ul style="list-style-type: none"> • Recognized best solutions were employed, and/or • Innovative elements were considered but not selected and no explanation was given.
0	Solutions are not appropriate to maximize user comfort, and innovative solutions were not proposed, or the reason for not selecting the innovations was not explained.

Active Transportation Program Scoring Rubrics: Transformative

Points	Transformative Projects
5	<p>The District clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project is transforming the non-motorized environment, and/or • This project is being combined with other projects or policy(ies) to make a transformative change, <p>The applicant clearly and convincingly addressed how it is consistent with CAPTI by:</p> <ul style="list-style-type: none"> • Explaining the potential for the project to support the existing and planned housing developments, especially affordable housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips. • Demonstrating how the project encourage users to choose active transportation over auto travel (mode shift) • Demonstrating how the project reduces GHG and/or VMT
3 - 4	<p>The District sufficiently demonstrates that:</p> <ul style="list-style-type: none"> • The project is transforming the non-motorized environment, and/or • This project is being combined with other projects or policy(ies) to make a transformative change, <p>The applicant sufficiently addressed how it is consistent with CAPTI by:</p> <ul style="list-style-type: none"> • Explaining the potential for the project to support the existing and planned housing developments, especially affordable housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips. • Demonstrating how the project encourage users to choose active transportation over auto travel (mode shift) • Demonstrating how the project reduces GHG and/or VMT
1 - 2	<p>The District somewhat demonstrates that:</p> <ul style="list-style-type: none"> • The project is transforming the non-motorized environment, and/or • This project is being combined with other projects or policy(ies) to make a transformative change, <p>The applicant did not adequately addressed how it is consistent with CAPTI by:</p> <ul style="list-style-type: none"> • Explaining the potential for the project to support the existing and planned housing developments, especially affordable housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips. • Demonstrating how the project encourage users to choose active transportation over auto travel (mode shift) • Demonstrating how the project reduces GHG and/or VMT
0	<p>The District did not show that the project will have a transformative effect on the non-motorized environment.</p>

Active Transportation Program Scoring Rubrics: Leveraging

Points	Amount Leverage*
1	At least 1% to 5% of total project cost
2	More than 5% to less than 10% of total project cost
3	More than 10% to 15% of total project cost
4	More than 15% to 20% of total project cost
5	More than 20% of total project cost

*Districts must attach something to show proof of leveraging.

G.2 SB 1 SCCP & TCEP Scoring Rubric



CALTRANS INTERNAL SB1 CYCLE 3 PROJECT NOMINATION SCORING RUBRIC

Solutions for Congested Corridors Program & Trade Corridor
Enhancement Program

Office of Strategic
Investment Planning

1/25/22

Final v1

The Caltrans Division of Transportation Planning (DOTP), Office of Strategic Investment Planning has prepared these Scoring Rubrics in coordination with subject matter experts (SME) to provide additional guidance to the Districts on the internal project nomination evaluation and selection process.

Subject Matter Experts from the following Office/Divisions contributed to the development of the scoring rubrics:

- Division of Environmental Analysis
- Division of Financial Programming
- Division of Rail and Mass Transit
- Division of Sustainability
- Division of Traffic Operations
- Division of Traffic Safety
- Office of Air Quality and Climate Change
- Office of Data Analytics Services
- Office of Complete Streets and Active Transportation
- Office of Multimodal System Planning
- Office of Race and Equity
- Office of State Planning, Equity, and Engagement
- Office of Strategic Investment Planning
- Office of Sustainable Freight Planning

We are using the following Scoring Rubrics to ensure that Caltrans submits Project Nominations for Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP) cycle 3 that align with the Climate Action Plan for Transportation Infrastructure (CAPTI) as closely as possible. The Scoring Rubrics are also used to determine the priority order when submitting Project Nominations to the California Transportation Commission (CTC). Any entity that submits more than one Project to the CTC must submit so in priority order. These Scoring Rubrics ensure that our top projects are aligned with the CAPTI Investment Framework, as outlined in Strategy S4.1 in CAPTI.

CAPTI 10 Guiding Principles/Investment Framework

ID	CAPTI 10 GUIDING PRINCIPLES/INVESTMENT FRAMEWORK
CAP1	Build toward an integrated, statewide rail and transit network
CAP2	Invest in networks of safe and accessible bicycle and pedestrian infrastructure
CAP3	Include investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
CAP4	Make safety improvements to reduce fatalities and severe injuries of all users towards zero
CAP5	Strengthen our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
CAP6	Assess physical climate risk
CAP7	Promote projects that do not significantly increase passenger vehicle travel
CAP8	Develop a zero-emission freight transportation system
CAP9	Promote compact infill development while protecting residents and businesses from displacement
CAP10	Protect natural and working lands

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QUESTION#	QUESTION TITLE	APPLICABLE PROGRAM	CAPTI ALIGNMENT
1	Mode Shift	TCEP; SCCP	CAP 1 and CAP 2
2	VMT	TCEP; SCCP	CAP 7
3	Public Engagement and Local Community Needs	TCEP; SCCP	CAP 5
4	Disadvantaged Communities	TCEP; SCCP	CAP 5
5	Reduce Fatalities and Severe Injuries	TCEP; SCCP	CAP 4
6	Zero Emission Vehicle	TCEP; SCCP	CAP 3 and CAP 8
7	Climate Adaptation and Resiliency	TCEP; SCCP	CAP 6
8	Natural Resources and Ecosystems	TCEP; SCCP	CAP 10
9	Infill Development	TCEP; SCCP	CAP 9
10	Leverage Funds	TCEP; SCCP	N/A
11	Improve Freight Movement	TCEP	N/A
12	High-Performance Freight Attributes	TCEP	N/A

1. Does the Project demonstrate potential for mode shift, including to rail, transit, or active transportation?

The purpose of this question is to identify the Project's ability to facilitate mode shift. Caltrans is looking to prioritize projects that provide viable, multimodal alternatives to vehicle travel or eliminate gaps to the first or last mile of multimodal trips. Priority freight projects will facilitate intermodal interchange, transfer, and access to, from rail or another mode of transportation other than vehicular freight mode, or into or out of a port/rail facility (example: shifts cargo from the roadway to rail or marine highway). Priority rural projects will increase transit and passenger rail service through investment in bus service, vanpools, micro-transit or mobility on demand services, park and ride facilities, and adjacent passenger rail service. NOTE: Please see "freight" definitions in the rubric below for freight projects. Please see "rural context" definitions for projects located in rural areas.

Points	Rubric Definition
5	<p>Project facilitates the shift of existing trips from vehicular to other modes by providing new rail, transit, or active transportation infrastructure in an area with only highway/roadway options. Project enables new trips previously impossible by non-vehicular modes; OR Project eliminates gaps to the first or last mile of a multimodal trip.</p> <p>Improvements may include roadway improvements, but they must be intentional for eliminating the gaps that facilitate effective mode shifts.</p> <p>Freight: Project facilitates intermodal interchange, transfer, and access to, from rail or another mode of transportation other than vehicular freight mode, or into or out of a port/rail facility (example: shifts cargo from the roadway to rail or marine highway). Project enables goods movement previously impossible by non-vehicular modes. Project may include improvements to rail facilities, inland port facilities, short-haul rail shuttle, or inland seaports to lessen impacts on nearby communities; separation of freight and walking/bicycling activities with a physical buffer to provide a delineated space for each, OR Project eliminates gaps to the first or last mile of a multimodal trip. Improvements may include roadway improvements, but they must be intentional for removing the gaps that facilitate effective cargo mode shift.</p> <p>Rural* Context: Project improves transit and/or passenger rail service in a corridor through investments in bus service, vanpools, micro-transit or mobility on-demand services, park-and-ride facilities, and/or adjacent passenger rail improvements; OR Project provides new active transportation infrastructure where previously no facilities existed.</p>
4	<p>Project makes improvements to facilitate mode shift from vehicular to other transportation modes by providing new rail, transit, and/or active transportation infrastructure and/or infrastructure improvements. Project may consist of complementary roadway improvements for vehicular travel that promote access to multimodal options.</p> <p>Freight: Project supports intermodal interchange, transfer, and access to, from rail or another mode of transportation other than vehicular freight mode, or into or out of a port/rail facility (example: shifts cargo from the roadway to rail or marine highway). Project may include freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers, including grade separations. Project may support inland port facilities, short-haul rail shuttles, and inland seaports. Project may include roadway improvements, such as improving ingress/egress to and from the state's land port of entry, airports, and seaports.</p> <p>Rural* Context: Project's roadway operational improvements support transit and/or passenger rail service in a corridor to improve headway reliability for intermodal transit transfers and/or buses traveling along the corridor. Project is a multimodal project that enhances the safety of existing active transportation infrastructure (adds separation between a bicycle and vehicle lanes, etc.), particularly along rural highways that act as main streets.</p>
3	<p>Project is a roadway project for vehicular travel that includes multimodal rail, transit, and/or active transportation improvements. The roadway and multimodal improvements are complementary, intentional, and will improve access and/or promote the shift of travel from vehicular to rail, transit, active transportation.</p> <p>Freight: Project is a roadway improvement to enhance freight movement that may include port or rail components to promote intermodal interchange, transfer, and access; or the roadway improvement enhances access to rail or freight facilities.</p> <p>Rural* Context: Project is a non-capacity-increasing roadway project that reduces conflict between freight and active transportation users either by facilitating the movement of freight from a 'main street' rural highway to a priority freight route or by adding safety improvements including wider shoulders or signalized intersections.</p>
2	<p>Project is a roadway project for vehicular travel that includes multimodal rail, transit, and/or active transportation improvements. The roadway improvements do not promote mode shift from vehicular to non-vehicular options; therefore, the multimodal components of the Project have a low potential for mode shift.</p> <p>Freight: Project is a roadway improvement to enhance freight movement that supports or facilitates the shift of cargo from the roadway to rail/marine highway.</p> <p>Rural* Context: Project is a non-capacity-increasing roadway project in the vicinity of a transit station or active transportation network and has the potential to improve access to that multi-mode infrastructure.</p>
1	<p>Project is a roadway improvement for vehicular travel. Project has the potential to promote or improve access to existing rail, transit, and/or active transportation, but does not include sufficient rail, transit, or active transportation investment to fully mitigate the auto travel it induces.</p>

0	Freight: Project is a roadway improvement to enhance freight movement. Project has the potential to support the shift of cargo from roadway to rail/marine highway.
	Rural* Context: Project is a non-capacity-increasing roadway project with no potential to improve access to alternative modes. There are no opportunities to improve mode shift within the corridor. All alternatives were exhausted, with documentation; OR Project is roadway capacity-increasing but includes investment in transit infrastructure that has potential to significantly increase mode shift (i.e. bus only highway lane)
	Project does not demonstrate potential for mode shift; and/or Project is a highway capacity increasing. Project in an urban setting; and/or Project is 100% a highway centric Project with no rural context.
	Freight: Project does not demonstrate potential for mode shift.
	Rural* Context: It is unclear whether Project alternatives for mode shift were explored and/or exhausted; no documentation.

**Rural Definition:* As defined by the United States Census Bureau, any population, housing, or territory, not in an urban area. Urban areas include urbanized areas (UAs) of 50,000 or more people and urban clusters (UCs) of at least 2,500 and less than 50,000 people.

2. How does the project impact Vehicle Miles Traveled (VMT)?

Caltrans is looking to prioritize projects that do not significantly increase motor vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth (CAPTI page 17). In less congested rural areas, highway capacity expansion can be less likely to induce travel. Nevertheless, the benefits and drawbacks of widening roadways in this context must be weighed carefully. The purpose of this question is to determine whether the Project is likely to have VMT impacts.

Points	Rubric Definition
5	<p>Project scope is non-highway capacity increasing and is not likely to increase VMT. Project consists solely of, or a combination of, adding a new or improving existing: passenger rail or bus transit; freight or short rail; active transportation facilities, including closing an existing gap in transit and active transportation; or multimodal port improvement project.</p> <p>Rural* Context: Project will improve multimodal connectivity in local street networks (including overcrossing opportunities of Caltrans facilities) to enable more direct routing and efficient access to destinations, shortening existing trips without inducing travel, thereby removing trips from the SHS and local roads. Project adds and improves connected facilities for walking and bicycling in the corridor and includes or improves first/last-mile connections to local, interregional, and regional transit routes.</p>
4	<p>Project scope is non-highway capacity increasing and is not likely to increase VMT. Project consists primarily of, or a combination of, adding new, or improving existing: passenger rail or bus transit; freight or short rail; active transportation facilities, including closing an existing gap in transit and active transportation; or multimodal port improvement project.</p> <p>Project may include highway solutions that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) so as not to add new lanes accessible to automobiles.</p> <p>Rural* Context: Project facilitates emergency evacuations following local, regional, and state evacuation plans without increasing capacity through efficient traffic management strategies such as the use of contraflow; two-way left-turn lanes as through traffic lanes; construction of full structural shoulders; installation of transportation management systems (TMS) elements; closed-circuit television (CCTV) cameras; changeable message signs (CMS); and/or traffic detection equipment.</p>
3	<p>The Project will not likely increase VMT. Project scope consists of implementing a demand management highway solution as a strategy to maximize the use of the existing footprint of the system. Demand management strategies may include General Purpose Lane conversion to HOV+3 or higher, HOT, or fully priced lanes; HOV conversion to HOT lanes; HOV or HOT lanes conversion to fully priced lanes; and HOV+2 conversion to HOV+3 or higher; conversion of existing lanes to enforceable transit- or freight-only lanes.</p> <p>Project must be coupled with one, or a combination of, adding a new, or improving existing, passenger rail or bus transit, freight or short rail, active transportation improvement, including closing an existing gap in transit and active transportation, or multimodal port improvement project so that the VMT impacts can be mitigated to zero.</p> <p>Rural* Context: Project addresses operational issues on a route used for evacuations or experiences frequent closures that forces vehicles and freight to travel around the closure or congested corridor through local communities. Project's operational improvements will reduce VMT associated with traveling around closures and evacuation routes and have an overall net zero increase in VMT; addresses operational issues related to substantial grades to facilitate efficient goods movement in critical freight corridors. AND Project is in an area with no multimodal options for freight movement. The general plan does not plan for growth, additional interchanges, or other VMT inducing roadway projects.</p>
2	<p>Project will not likely increase VMT. Project includes only roadway improvements, which may consist of implementing a demand management highway solution within the existing footprint of the system. Demand management strategies may include General Purpose Lane conversion to HOV+3 or higher, HOT, or fully priced lanes; HOV conversion to HOT lanes; HOV or HOT lanes conversion to fully priced lanes; and HOV+2 conversion to HOV+3 or higher; conversion of enforceable transit- or freight-only lanes. Project scope does not include additional multimodal investments in transit, rail, or active transportation components as a solution to reduce VMT.</p>
1	<p>Project does not increase or reduce VMT (no change in VMT)**. Project must show documentation that the Project will result in no net increase of VMT, using methods prescribed by the Caltrans Transportation Analysis Framework.**Exception: Project may include the addition of fully-priced managed lanes, auxiliary lanes, and/or enforceable transit- or freight-only lanes. However, the Project must demonstrate no change in VMT with additional lanes.</p> <p>Rural* Context: There are no options within the corridor that will directly benefit reductions of passenger vehicle travel. All options were considered and found not to be feasible, verified with documentation.</p>
0	<p>Project increases highway capacity by expanding the existing footprint of the system AND increases VMT.</p>

*Rural Definition for VMT only: Counties identified in table 3 of this [attachment](#).

3. Does the Project include and document a meaningful public engagement process to underrepresented groups (including black, indigenous, and other people of color (BIPOC), low-income, environmental justice communities, and/or their Community-Based Organizations)?

The purpose of this question is to determine if a project adequately includes the needs of underrepresented groups through its public engagement process. Consideration is given to whether a project provided a diverse array of opportunities for members of underrepresented groups, contacted community leaders of underrepresented groups, provided engagement at the appropriate times of project development, adequately documents the public engagement process, ensured adequate resources were allocated to the public engagement process, and demonstrates that the project design or scope was changed to accommodate needs and perspectives provided by the public engagement process.

Points	Rubric Definition
5	<p>Project is well informed by a robust, equitable, and meaningful public outreach and engagement strategy. The strategy includes a range of virtual and/or in-person methods, techniques, and/or tools for reaching entities known or reasonably anticipated to be affected by, or have an interest in, the Project. The methods, techniques, and tools include well-defined ways to reach out to and provide meaningful participation opportunities for equity-priority communities, underserved populations, and, if applicable, disadvantaged communities. The strategy is considered community-based organizations and is well described in a public engagement plan.</p> <p>Stakeholder stakeholders and/or partner agency participation may have informed strategy development. Stakeholders are identified by name and/or by defined groups or categories; the stakeholder list is appropriate for the project scope and does not omit any entities that should have been included.</p> <p>Outreach and engagement activities, stakeholder comments and input, and engagement outcomes are well documented.</p> <p>The level of engagement is fully adequate for the Project. The timing of the engagement matches up well with the Project phases and milestones. Sufficient resources are allocated for all the engagement activities.</p>
4	<p>Project is informed by a public outreach and engagement strategy, which may be outlined or otherwise described in some form. The public engagement strategy includes several virtual and/or in-person methods, techniques, and/or tools for reaching entities known or reasonably anticipated to be affected by, or have an interest in, the Project. As applicable, the methods, techniques, and tools include reaching out to and providing participation opportunities for disadvantaged communities. Community-based organizations may be considered in the outreach and engagement.</p> <p>The level of engagement is generally appropriate for the Project. The stakeholder list is generally appropriate for the Project. Documentation of the engagement results is included.</p> <p>The timing of the engagement activities mostly corresponds to the Project phases and milestones. Sufficient resources are allocated for most of the engagement activities.</p>
3	<p>Project includes public outreach and engagement components, or evidence/documentation is provided that meaningful public outreach and engagement components are planned for the Project. The public engagement strategy includes some methods, techniques, and/or tools for reaching entities anticipated to be affected by, or have an interest in, the Project. As applicable, the methods, techniques, and tools include ways to reach out to disadvantaged communities.</p> <p>The level of engagement and the stakeholder list generally seems appropriate for the Project.</p> <p>Some level or documentation of the general engagement results may be included.</p> <p>The timing of the engagement activities is generally adequate. Resources allocated for engagement activities may be adequate or unclear.</p>

2 Project may not have a strategic public outreach and engagement strategy, or only makes passing reference to outreach and engagement; or the Project has plans to include some public outreach and engagement components but may not have a strategy in place. The approach omits some reasonably anticipated methods, techniques, and/or tools for reaching entities that may be affected by, or have an interest in, the Project. The methods, techniques, and tools may mention disadvantaged communities, as applicable; however, the level of authentic engagement is low.

The level of engagement and the stakeholder list generally seem more perfunctory or performative than meaningful and authentic.

Documentation of the engagement results may be included.

The timing of the engagement activities may match some of the Project phases and milestones, but gaps may be evident. Resources allocated for engagement activities may be inadequate or unclear.

1 Public outreach and engagement activities, or planned outreach and engagement, mainly aim to inform the community, stakeholders, and the general public. Meaningful and authentic engagement that can influence the outcomes is lacking. A public engagement plan is not provided or, if mentioned, is only a cursory outline. The level of engagement is minimal, and the stakeholder list is omitted or perfunctory.

The strategy omits reasonably anticipated methods, techniques, and/or tools for reaching entities that may be affected by, or have an interest in, the Project. Few, if any, of the methods, techniques, and tools seem to address, include, or be directed toward disadvantaged communities, as applicable.

The timing of the engagement activities does not match the Project phases and milestones. Resources allocated for engagement activities seem to be generally inadequate or unclear.

Documentation of the engagement results is minimal or nonexistent.

0 Project did not include public outreach and engagement. No public engagement plan is provided. No methods, techniques, and/or tools are identified for reaching entities that may be affected by, or have an interest in, the Project. No resources were allocated for outreach and engagement beyond what is required.

4. Does the Project incorporate local communities needs that provides benefits to a Disadvantaged Community (DAC)?

The purpose of this question is to determine if the Project provides benefits a DAC. Caltrans seeks to prioritize those projects which provide the greatest benefits that serve the most severely disadvantaged communities.

Points	Rubric Definition
5	The Project is fully within a DAC and/or provides access to opportunity outside of the DAC, including removing (or alleviating) a transportation barrier or burden for residents of a DAC; AND The Project provides benefits or improves conditions to a DAC, as well as addresses and aligns well with the affected community's needs; AND The Project does not place new burdens or exacerbate existing burdens on the DAC
3	The Project is partially within a DAC and/or provides access to opportunity outside of the DAC, including removing (or alleviating) a transportation barrier or burden for residents of a DAC; AND The Project provides benefits or improves conditions to a DAC, as well as addresses and aligns well with the affected community's needs; AND The Project does not place new burdens or exacerbate existing burdens on the DAC.
1	The Project provides indirect benefits to a DAC, as well as addresses and aligns well with the affected community's needs; AND The Project does not place new burdens or exacerbate existing burdens on the DAC.
0	The Project does not provide any benefits directly, or indirectly, to a DAC OR the Project fails to improve conditions for, places new burdens, or exacerbates existing burdens on the DAC.

5. Does the Project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?

The purpose of this question is to identify how the Project incorporates safety countermeasures to reduce fatalities and severe injuries of all users toward zero on our roadways. Caltrans seeks to prioritize projects in alignment with the Safe Systems Approach, which involves anticipating human mistakes and designing and managing infrastructure to keep the risk of a mistake low.

Points	Rubric Definition
5	<p>Physical and/or operational improvements will create clear safety improvements. The Project addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.</p> <p>The Project completely aligns with the Safe Systems Approach, including the following:</p> <ul style="list-style-type: none"> • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks • Incorporate redundancy <p>AND Includes <u>multiple</u> Proven Safety Countermeasures that are not listed above AND does not lead to increased auto speeds</p> <hr/> <p>Rail/Transit:</p> <p>The Project improves safety by implementing, but not limited to, one or more of the following safety features:</p> <ul style="list-style-type: none"> • Positive Train Control (PTC) Implementation • Rail Grade Crossing and Trespassing Prevention • Human Factor/Workers Protection • Rail Infrastructure Upgrades • Tank Car Enhancements (transporting flammable liquids)
4	<p>Physical and/or operational improvements will create clear safety improvements. The Project addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.</p> <p>The Project aligns with the Safe Systems Approach, including the following:</p> <ul style="list-style-type: none"> • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e. physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks • Incorporate redundancy; <p>AND Includes <u>one or more</u> Proven Safety Countermeasures that are not listed above</p> <hr/> <p>Rail/Transit: The Project does not include any proven safety countermeasures but will yield safety benefits based on Project type. Rail or transit Project will generally yield substantial safety benefits, aside from any safety features of the rail or transit system, just because these modes are vastly safer than the auto modes.</p>

- 3** Physical and/or operational improvements will create possible safety improvements. The Project **addresses the safety of multiple road users**, including those who walk, bike, drive, ride transit, and/or travel by other modes. The Project **aligns with the Safe Systems Approach, including** the following:
- Prioritize vulnerable user safety to prevent deaths and serious injuries
 - Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users)
 - Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility
 - Proactively identify and address risks
 - Incorporate redundancy
- OR** Includes multiple [Proven Safety Countermeasures](#) that are not listed above
- 2** Physical and/or operational improvements will create possible safety improvements. The Project **aligns with the Safe Systems Approach, including** the following:
- Prioritize vulnerable user safety to prevent deaths and serious injuries
 - Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users)
 - Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility
 - Proactively identify and address risks
 - Incorporate redundancy
- OR** Includes *one or more* [Proven Safety Countermeasures](#) that are not listed above
- 1** It is unclear whether the physical and/or operational improvements will create safety improvements, **and/or** The Project does not align with the Safe Systems Approach but includes safety improvements.
- 0** No safety Improvements were identified.

6. Does the Project include and/or improve access to Zero Emission Vehicle (ZEV) charging or fueling infrastructure?

The purpose of this question is to evaluate the extent to which the project supports and encourages the use of ZEVs and alternative fuels. Caltrans seeks to prioritize projects that provide and improve access to ZE charging and alternative fueling infrastructure, especially in rural areas whereand key gaps* in charging/fueling infrastructure exist. Rail projects that provide ZE/alternative fuel freight or passenger rail projects will be prioritized. Freight projects that provide ZE truck chargers or alternative fueling will be prioritized, especially on key freight corridors, such as Critical Urban/Rural Freight Corridors, Strategic Interregional Corridors, or International Border Crossings.

Points	Rubric Definition
5	<p>Project addresses key gaps* in ZEV charging and alternative fueling networks by providing infrastructure for charging and/or alternative fueling stations in a rural community**.</p> <p>Rail/Transit: Project provides ZE/alternative fuel freight or passenger rail infrastructure.</p> <p>Freight: Project provides ZE truck chargers or alternative fueling infrastructure on a key freight corridor, such as a CUFC/CRFC, Strategic Interregional Corridor, or International Border Crossing; OR As part of a larger port freight infrastructure project, the Project provides ZE or near ZE human-operated equipment/infrastructure.</p>
4	<p>Project addresses key gaps in ZEV charging and alternative fueling networks by providing infrastructure for charging and/or alternative fueling stations. Project is not located in a rural community.</p> <p>Rail/Transit: Project directly supports ZE/alternative fuel freight or passenger rail infrastructure (i.e., accommodates ZE/alternative fuel locomotives).</p> <p>Freight: Project provides ZE truck charging or alternative fueling infrastructures near a key freight corridor, such as a CUFC/CRFC, Strategic Interregional Corridor, or international border crossing; OR As part of a larger port freight infrastructure Project, the Project supports ZE or near ZE human-operated equipment/infrastructure.</p>
3	<p>Project does not address a key gap in ZEV charging/alternative fueling infrastructure. Project provides infrastructure for charging or alternative fueling stations.</p> <p>Rail/Transit: Project supports future ZE/alternative fuel freight or passenger rail infrastructure (i.e., rail line extension that could support future ZE/alternative fuel locomotives)</p> <p>Freight: Project provides infrastructure to enable future ZE truck charging or alternative fueling infrastructure. Project is not located on a key freight corridor.</p>
2	<p>Project improves direct access to and/or visibility of ZEV chargers and/or alternative fueling stations through the addition of wayfinding signs.</p> <p>Rail/Transit: Project includes infrastructure improvements to support ZE modes of transportation, such as active transportation (i.e., grade crossing).</p> <p>Freight: Project supports ZE truck charging or alternative fueling infrastructure. Project is not located on a key freight corridor.</p>
1	<p>Project does not include ZEV infrastructure but supports ZE modes of transportation, such as active transportation.</p> <p>Rail/Transit: Project includes operational improvements to support ZE modes of transportation, such as active transportation (i.e., pedestrian signal enhancements).</p> <p>Freight: Project supports future ZE truck charging or alternative fueling infrastructure investments. Project is not located on a key freight corridor.</p>
0	<p>Project does not include/support ZEV infrastructure or ZE modes of transportation. EX: Highway-centric Project without any ZEV/active transportation considerations.</p>

*Key Gap: Geographical area where ZEV/alternative fuel infrastructure access is greater than 100 miles. **CAPTI (2021) states, "Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, **particularly to those in more rural communities**" (page 16).

7. Does the Project improve climate adaptation and resiliency by addressing one or more climate risk(s)?

The purpose of this metric is to evaluate how the project proposes to address identified climate risks and implement adaptation strategies/measures to enhance resilience to climate impact(s) that are occurring or anticipated. All projects are required to demonstrate consideration of and consistency with State goals and, where applicable, regional or local adaptation plans or policies. Projects on the SHS should reference Caltrans' products on climate vulnerability, including the Vulnerability Assessments and Adaptation Priority Reports. Using other state or federal climate data sources may be supplemented as needed to identify climate impacts to adjacent areas beyond the SHS. Projected climate impacts for non-highway projects such as passenger/freight rail, seaport, transit, or active transportation projects are not available through Caltrans vulnerability assessments or adaptation priority reports. Those types of projects may use other resources such as Cal-Adapt.org or other local climate data sources to explain vulnerability to a climate change impact.

Points	Rubric Definition
5	<p>Project has conducted climate risk assessment for all climate stressors as appropriate (wildfire, sea level rise, drought, temperature change, precipitation, and extreme events) on timelines that align with the expected service life of the Project, following State and Caltrans climate adaptation planning guidance.</p> <p>Project identifies design components and/or adaptation strategies that comprehensively mitigate identified climate risk(s) for entirety of expected service life as part of its primary objectives or as a significant part of its outcomes. Climate components and outcomes of the Project are demonstrated to be consistent with State goals and regional or local adaptation plans or policies, as appropriate. Nature-based adaptation strategies form part of the Project's design components wherever feasible and appropriate.</p> <p>Project includes a comprehensive evaluation of potential climate change-related risks to vulnerable communities – including disadvantaged, low income, and BIPOC communities - demonstrated in the project planning, scoping, and design process. The Project demonstrates that some components of the Project will improve the resilience of these communities.</p> <p>Project expands multimodal transportation options on corridors identified to support emergency evacuation routes, AND documents that these multimodal transportation options have deliberately prepared for emergency operations through design changes, personnel training, incident command planning, or adoption of emergency operations plans.</p>
3	<p>Project has conducted climate risk assessment for at least one climate stressor, but not all applicable to the project location. The risk assessment is not clear if it aligns with the expected service life of the Project. Project did not conduct climate risk assessment following State and Caltrans climate adaptation planning guidance.</p> <p>Project minimally addresses climate risks identified in design components and/or adaptation strategies to mitigate identified climate risk(s). These design components and/or adaptation strategies are not part of the primary objectives or a significant part of its outcomes, and/or the Project does not design the strategies for the entirety of expected service life. Climate components of the PProject are demonstrated to be consistent with State goals and regional or local adaptation plans or policies, as appropriate. Project demonstrates some consideration of vulnerable communities—including disadvantaged, low-income, and BIPOC communities—in the Project planning, scoping, and design process. However, the Project does not demonstrate that any components of the project will improve the resilience of these communities.</p> <p>Project expands multimodal transportation options on corridors identified to support emergency evacuation routes, although there is no documentation of preparing the multimodal transportation options for operations during emergencies.</p>
1	<p>The Project acknowledges climate change impacts on transportation infrastructure but does not include analysis of anticipated vulnerabilities, data sources used, or adaptation strategies. Climate change is minimally considered throughout project planning, scoping, and design, but alignment with State goals and regional or local adaptation plans or policies is included. Project demonstrates minimal consideration of vulnerable communities – including disadvantaged, low-income, and BIPOC communities. Considerations are NOT included in the Project planning, scoping, and design process.</p>
0	<p>Project does not mention or acknowledge climate change impacts, vulnerabilities, or risks. Project does not consider climate change in planning and Project scoping. Project does not include evaluation of potential climate change-related risks to climate-vulnerable communities.</p> <p>Project is not consistent with regional or local adaptation plans or policies.</p>

8. Does the project minimize the impact on natural resources and ecosystems?

The purpose of this question is to measure how the project incorporates nature-based solutions to protect or enhance natural and working lands [see glossary], which include natural ecosystems and other landscapes like agricultural lands. Specifically, scoring focuses on how the project avoids converting natural or working lands to more intensified uses and/or enhancing biodiversity. The question also measures how the project supports local and regional conservation planning that focuses on development where it already exists and how it aligns transportation investments with conservation priorities to reduce transportation's impact on the natural environment. **NOTE:** This scoring rubric is not intended to evaluate mitigation according to the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), or other laws, rules, or regulations regarding natural resources.

Points	Rubric Definition
5	Evidence is provided that the Project: <ul style="list-style-type: none"> • Has a primary objective of enhancing biodiversity (e.g., wildlife crossings) and/or avoiding conversion of natural and working lands; OR enhances natural and working lands through conservation or restoration of land and/or the Project pursues nature-based climate adaptation solutions. • Supports local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI and the State's Climate-Smart Lands Strategy. • It was developed in alignment with statewide conservation priorities to reduce transportation's impact on the natural environment.
3	Evidence is provided that the Project: <ul style="list-style-type: none"> • Protects or enhances natural and working lands. • Supports local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI. • It was developed in alignment with statewide conservation priorities to reduce transportation's impact on the natural environment.
1	Project does not demonstrate consideration of local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI; however, the Project does not place new or exacerbate existing burdens on natural and working lands that cannot be mitigated.
0	Project places new or exacerbates existing burdens on natural and working lands that must be mitigated.

9. Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?

The purpose of this question is to determine if a project promotes infill development and land use patterns while protecting residents and businesses from displacement. The project will be considered supporting infill development if it lies within dark purple areas of the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at <https://sitecheck.opr.ca.gov/> and how the project provides opportunity for walking, biking, transit, and providing transportation options to support infill development.

Points	Rubric Definition
5	<p>Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; AND The Project provides affordable, low-cost transportation serving low-income residents near centrally-located job centers; improves community walkability and bike-ability, and enhances access to opportunity by causing more compact and centrally located development (which provides good access to opportunity and reduces transportation cost burdens); AND Does not displace residents and/or businesses.</p> <p>Freight: Project is located in an area indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, Research's Site Check tool is available at https://sitecheck.opr.ca.gov/; AND The Project provides durable improvement to goods movement not subject to degradation over time from induced auto travel. The Project does not generate additional auto travel and sprawl by increasing roadway capacity for autos (and thereby maintains the viability of compact development, which in turn reduces transportation costs and improves access to opportunity for workers) OR Project provides non-roadway freight movement options AND Does not displace residents and/or businesses</p>
3	<p>Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; AND The Project as a whole will lead to a reduction in driving and an increase in walking, biking, transit, and/or rail; AND Does not displace residents and/or businesses.</p> <p>Freight: Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; AND Supports, directly or indirectly, the utilization of inland port facility, short-haul rail shuttle, or other off-roadway freight movements to lessen impacts on near-roadway communities OR Project improves operational improvements to existing warehousing or improves last-mile delivery gaps without causing growth in automobile; AND Does not displace residents and/or businesses.</p>
0	<p>Project is not located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; OR does not provide affordable, low-cost transportation serving low-income residents near job centers, does not improve community walkability and bike-ability, and does not improve access to opportunity by causing more compact and centrally located development (which provides good access to opportunity and reduces transportation cost burdens); OR does not, as a whole, will lead to a reduction in driving and an increase in walking, biking, transit, and/ or rail modes.; OR displaces residents and/or businesses.</p>

10. Does the project leverage partner funds?*

This question aims to identify the level of partner funding on the project. Caltrans seeks to prioritize projects that leverage partner funds, especially Federal discretionary funds. Partner funds must be programmed in the phase requested for TCEP Cycle 3 funding. Projects with a higher percentage of partner funding will be prioritized. For projects requesting PA&ED, projects with partner funding and a reliable source of match funding for the construction phase will be prioritized. *NOTE: For Projects in **rural, non-MPO counties and/or rural communities**, further consideration will be given, and points may be adjusted accordingly.

Points	Rubric Definition
5	Non-Commission funds (local funds, regional funds, developer fees, federal funds) – including Federal Discretionary funds – and/or Regional Improvement Program (RIP) funds are programmed in the phase requested for funding; AND/OR Percentage of partner funds participation in the phase requested exceeds 75% . PA&ED Context: Non-commission and/or RIP funds account for more than 50% of pre-construction costs; AND a reliable source of match funds for construction has been identified .
4	Non-Commission funds and/or RIP funds are programmed in the phase requested for funding; AND Percentage of partner funds participation in the phase requested is 50-75% . PA&ED Context: Non-commission and/or RIP funds account for 20-50% of pre-construction costs AND a reliable source of match funds for construction has been identified .
3	Non-Commission funds and/or RIP funds are programmed in the phase requested for funding; AND Percentage of partner funds participation in the phase requested is 25-50% . PA&ED Context: Non-commission and/or RIP funds account for more than 50% of pre-construction costs, but a reliable source of match funds for construction has not been identified .
2	Non-Commission funds and/or RIP funds are programmed in the phase requested for funding; AND Percentage of partner funds participation is less than 25% in the phase requested. PA&ED Context: Non-commission and/or RIP funds account for 20-50% of pre-construction costs, but a reliable source of match funds for construction has not been identified .
1	Non-Commission and/or RIP funds are programmed, but not in the phase requested . PA&ED Context: Non-commission and/or RIP funds account for less than 20% of pre-construction costs.
0	No partner funding.

11. Freight Throughput Increase (build - no-build / no-build = % increase)

Points	Rubric Definition
5	Substantial: over 50% over no-build
4	Moderate: 30%-49% over no-build
3	Slight: 1%-29% over no-build
2	Some: <1% over no-build
1	No Change
0	Decrease

12. High-Performance Freight Attributes

Points	Rubric Definition
5	Includes more than four high-performance freight attributes
4	Includes four high-performance freight attributes
3	Includes three high-performance freight attributes
2	Includes two high-performance freight attributes
1	Includes one high-performance freight attribute
0	Does not include any high-performance freight attributes

High-Performance Freight Attributes List

- Advanced Traveler Information Systems
- Border port of entry efficiency improvements
- Dedicated Truck-Only Lanes
- Eco-routing
- Emissions reduction infrastructure for idling vehicles/vessels
- Freight rail system improvements
- Freight signal priority
- Freight specific climate resiliency components
- Freight, active transportation conflict reduction
- Port or railyard intermodal capacity/efficiency
- Public ZEV fueling facilities at sites
- Railroad management and operations systems
- Reduction of noise caused by freight movements
- Short sea shipping infrastructure
- Signal and rail freight yard/access spur improvements
- Truck climbing lanes
- Truck parking facilities
- Truck parking information and/or reservation systems

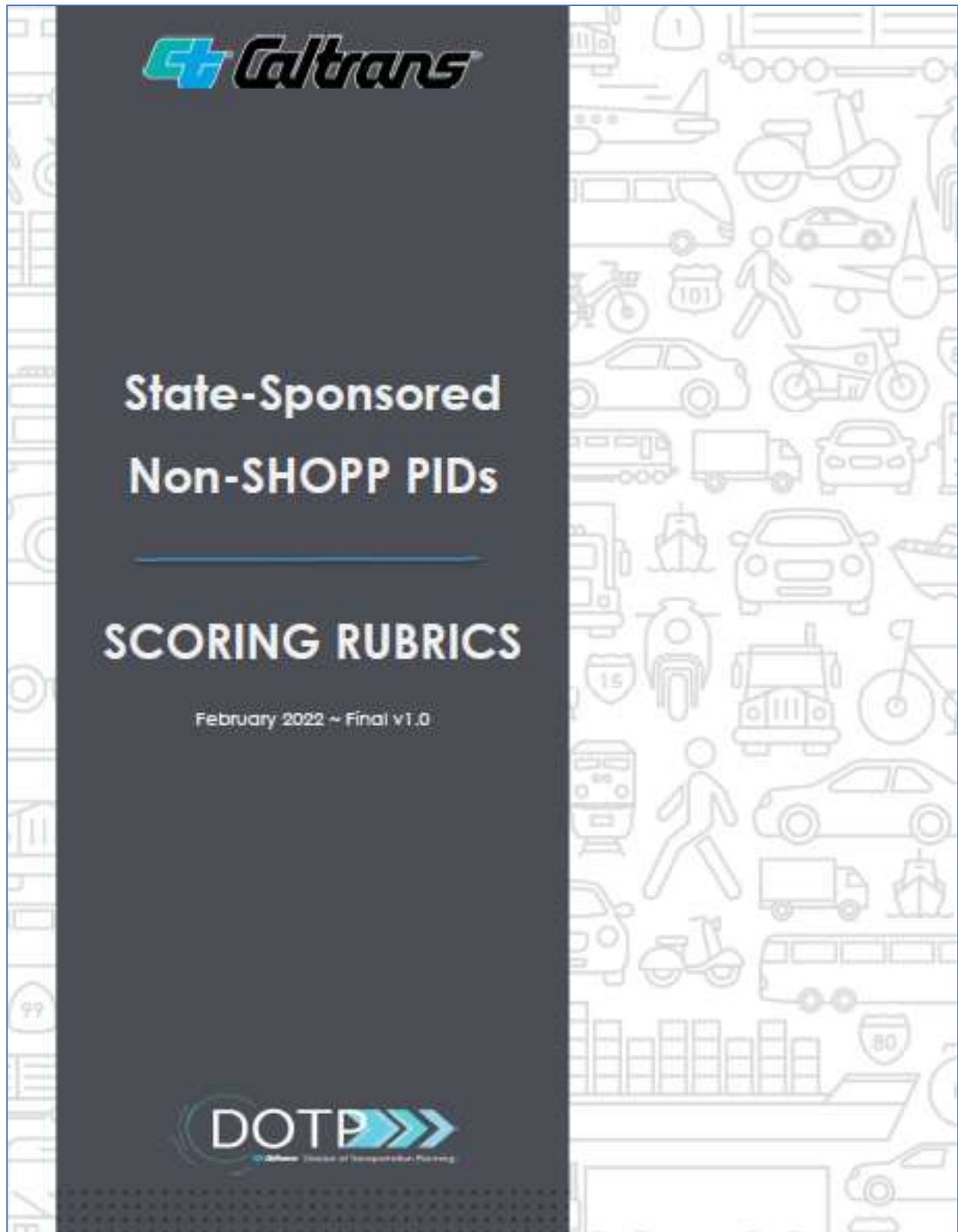
GLOSSARY

- **Affordable, low-cost transportation: Multimodal transportation and land use patterns that support walking, cycling and public transit.**
- **Burden on Natural and Working Lands:** Includes effects that reduce the capacity of natural and working lands to provide resiliency benefits, such as destruction via development, increased temperature, more variable precipitation, decreased snowpack, sea level rise, increased wildfire, and shifting habitat.
- **Caltrans Adaptation Strategy Report:** Serves as a guide to Caltrans integrating climate change adaptation into agency activities and decision-making.
- **California Adaptation Clearinghouse:** The State of California's consolidated searchable database of resources for local, regional, and statewide climate adaptation planning and decision-making.
- **California Coastal Commission Sea Level Rise Policy Guidance:** A document adopted by the California Coastal Commission in 2015 that provides an overview of the best available science on sea level rise for California and recommended methodology for addressing sea level rise in Coastal Commission planning and regulatory actions and to serve as a multi-purpose resource for a variety of audiences.
- **California Department of Housing and Community Development (HCD):** A department within the California Business, Consumer Services and Housing Agency that develops housing policy and building codes, regulates manufactured homes and mobile home parks, and administers housing finance, economic development and community development programs.
- **California Historical Landmark:** Includes sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value.
- **Climate Action Plan for Transportation Infrastructure (CAPTI):** A plan developed by the California State Transportation Agency that details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity, as directed by Executive Order N-79-20.
- **Complete Streets:** Streets designed and operated to enable safe use and support mobility for all users, including people of all ages, abilities, and modes of transportation.
- **Disadvantaged Community (DAC):** Communities within census tracts that are among the 25% highest scoring in CalEnviroScreen 3.0. Scores determine the degree to which areas are disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, as well as having concentrations of people that are of low-income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.
- **Federal Discretionary Funds:** A "discretionary" grant is a grant in which a federal agency selects the awardee (i.e., grant recipient) based on merit and eligibility. After you apply for a discretionary grant on Grants.gov, the applications are sent to the federal agency for a competitive review process and final funding decision. Federal discretionary funds are those awarded by a federal agency to grant recipients of discretionary grants.
- **Greenhouse Gas (GHG) Emissions:** Gases that trap heat in the atmosphere. Includes fluorinated gases, nitrous oxide, methane, and carbon dioxide. Larger emissions of greenhouse gases lead to higher concentrations in the atmosphere, resulting in more heat trapped in the atmosphere.
- **Key Freight Corridor:** Includes Critical Urban/Rural Freight Corridors, Strategic Interregional Corridors, and International Border Crossings.
- **Key Gap in ZEV Infrastructure:** Geographical areas/corridors where ZEV/alternative fuel infrastructure need is high and supply (ZEV chargers, alternative fueling stations, etc.) is low or nonexistent.
- **Natural and Working Lands:** These Lands consist of eight landscapes, organized by land cover (a description of what is physically at a location) and developed by a team of scientific experts from multiple state agencies. They are consistent with international carbon accounting methodologies and set an aligned foundation on which we can model, analyze, and measure climate action on our lands. Healthy land can sequester and store carbon emissions, limit future carbon emissions into the atmosphere, protect people and nature from the impacts of climate change, and build resilience to future climate risks. Unhealthy lands have the opposite effect - they release more greenhouse gases than they store, increase climate risks to people and nature, and are more vulnerable to future climate change impacts. Includes: Forests, shrublands and chaparral, developed lands, wetlands, seagrasses and seaweeds, croplands, grasslands, sparsely vegetated lands

- **Near ZE Vehicle:** a vehicle that uses zero emission technologies, uses technologies that provide a pathway to zero emission operations, or incorporates other technologies that significantly reduce vehicle emissions.
- **Non-vehicular modes (Active Transportation):** Not vehicular; not designed for vehicles and especially motor vehicles.
- **Open Space:** Any piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation such as parks, community gardens, and cemeteries), schoolyards, playgrounds, public seating areas, public plazas, and vacant lots. Open space provides recreational areas for residents and helps to enhance the beauty and environmental quality of neighborhoods.
- **Partner Funds:** Non-Commission funds: Local funds, regional funds, developer fees, federal funds (federal discretionary funds have a higher priority). Commission funds: Only Regional Improvement Funds (RIP) can be used as leverage or match. SHOPP funds and other commission allocated funds are not considered a leverage or a matching fund. Partner funds must be programmed for the phase applicant is requesting SB 1 funds, for them to be considered funding leverage or a match.
- **Rural:** As defined by the United States Census Bureau, any population, housing, or territory not in an urban area. Urban areas include urbanized areas (UAs) of 50,000 or more people, and urban clusters (UCs) of at least 2,500 and less than 50,000 people. Except for question the VMT scoring rubric, Rural is defined as counties identified in table 3 of this [attachment](#)
- **Sea Level Rise:** The rise in global mean sea level caused by rising global mean temperatures that accelerate the melting of Earth's polar ice caps.
- **State Highway System (SHS):** Roadways important to the state's economy, defense, and mobility.
- **Urbanized Area (UA):** A densely settled core of census tracts and/or census blocks that meet minimum population density requirements with 50,000 or more people.
- **Urbanized Cluster (UC):** A densely settled core of census tracts and/or census blocks that meet minimum population density requirements with at least 2,500 people and less than 50,000 people.
- **Vehicle Miles Traveled (VMT):** A way of evaluating transportation impacts with metrics that support the reduction of GHG emissions, development of multimodal transportation networks and diversification of land uses. Replaced Level of Service (LOS) method as a metric for assessing transportation impacts of land use and transportation projects.
- **Vulnerable Communities in the Context of Climate Adaptation:** Communities that experience heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts. These disproportionate effects are caused by physical (built and environmental), social, political, and/or economic factors(s), which are exacerbated by climate impacts. These factors include, but are not limited to race, class, sexual orientation and identification, national origin, and income inequality.

Zero-Emission Vehicle (ZEV): A vehicle that produces no criteria pollutant, toxic air contaminant, or greenhouse gas emissions when stationary or operating.

G.3 State-Sponsored Non-SHOPP PID Scoring Rubric



Introduction

The Caltrans Division of Transportation Planning (DOTP), Office of Strategic Investment Planning, prepared the State-Sponsored Non-SHOPP PID Scoring Rubrics that are predominantly based on the completed scoring rubrics for SB 1 Solutions for Congested Corridors Program and the Trade Corridor Enhancement Program (February 2022) and consistent with the 2021 Interregional Transportation Strategic Plan. These scoring rubrics were developed through extensive collaboration with subject matter experts from HQ offices & divisions listed below, as well as feedback received during the comment period.

- Division of Environmental Analysis
- Division of Financial Programming
- Division of Rail and Mass Transit
- Division of Sustainability
- Division of Traffic Operations
- Division of Traffic Safety
- Office of Air Quality and Climate Change
- Office of Data Analytics Services
- Office of Complete Streets & Active Transportation
- Office of Multimodal System Planning
- Office of Race and Equity
- Office of State Planning, Equity, and Engagement
- Office of Strategic Investment Planning
- Office of Sustainable Freight Planning

District nominations for the Non-SHOPP PIDs will be scored based on nine scoring rubrics to evaluate alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI). Project scores help to determine the priority order when developing the Recommended List of Projects for DOTP management.

CAPTI Alignment

The Non-SHOPP PID scoring rubrics fully align with the ten CAPTI Guiding Principles listed below.

ID	CAPTI GUIDING PRINCIPLE BRIEF DESCRIPTIONS
CAP1	Build toward an integrated, statewide rail and transit network
CAP2	Invest in networks of safe and accessible bicycle and pedestrian infrastructure
CAP3	Include investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
CAP4	Make safety improvements to reduce fatalities and severe injuries of all users towards zero
CAP5	Strengthen our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
CAP6	Assess physical climate risk
CAP7	Promote projects that do not significantly increase passenger vehicle travel
CAP8	Develop a zero-emission freight transportation system
CAP9	Promote compact infill development while protecting residents and businesses from
CAP10	Protect natural and working lands

The table below illustrates alignment between the criteria and specific CAPTI Guiding Principles.

QUESTION	CRITERIA QUESTION TITLE	CAPTI ALIGNMENT
1	Mode Shift	CAP 1 and CAP 2
2	Vehicles Mile-Traveled (VMT)	CAP 7
3	Public Engagement	CAP 5
4	Benefits to Disadvantaged Communities	CAP 5
5	Improve Safety	CAP 4
6	Expand Zero Emission Vehicle Infrastructure	CAP 3 and CAP 8
7	Address Climate Change	CAP 6
8	Natural and Working Lands	CAP 10
9	Infill Development	CAP 9

1. Mode Shift

Does the project have the potential for mode shift, including to rail, transit, or active transportation?

The purpose is to identify the Project's ability to facilitate mode shift. Caltrans is looking to prioritize projects that provide viable, multimodal alternatives to vehicle travel or eliminate gaps to first/last mile of multimodal trips. Priority freight projects will facilitate intermodal interchange, transfer, and/or access in/out of a port/rail facility to shift cargo from roadways to rail/marine highways. Priority rural projects will increase transit and passenger rail service through investment in bus service, vanpools, micro-transit or mobility on demands services, park and ride facilities, and adjacent passenger rail service.

Points	Rubric Definition
5	<p>Project proposes to facilitate shift of existing vehicular trips to other modes by providing new rail, transit, or active transportation infrastructure in an area with only roadway options. Project plans to enable new trips previously impossible by non-vehicular modes; <u>OR</u> Project proposes to eliminate gaps to first/last mile of a multi-modal trip. Roadway improvements must be intentional in eliminating gaps to facilitate effective mode shifts.</p> <p>Freight: Project proposes to facilitate intermodal interchange, transfer, and access to/from rail or mode other than vehicular freight mode, or into/out of port/rail facility (e.g. shifts cargo from roadway to rail/marine hwy). Project plans to enable goods movement previously impossible by non-vehicular modes, or include improvements to rail, inland port/seaports, short-haul rail shuttle, to reduce impacts on nearby communities; may include physical separation/buffer of freight and walking/bicycling activities; <u>OR</u> Project proposes to eliminates gaps to first/last mile of a multimodal trip. Intentional roadway improvements to remove gaps and facilitate cargo mode shift.</p> <p>Rural Context: Project proposes to improve transit/passenger rail service in a corridor by investing in bus service, vanpools, micro-transit/on-demand services, park-and-ride, and/or adjacent passenger rail improvements; <u>OR</u> Project proposes to provide new active transportation infrastructure not where no facilities previously existed.</p>
4	<p>Project may include improvements to facilitate mode shift from vehicular to other modes by providing new rail, transit, and/or active transportation infrastructure. Project may consider complementary roadway improvements for vehicular travel that promote multimodal options.</p> <p>Freight: Project plans to support intermodal interchange, transfer, & access to/from rail or another mode other than vehicular freight mode, or into/out of a port/rail facility (e.g. shifts cargo from roadway to rail or marine highway). Project anticipates including freight rail system improvements to enhance goods movement from seaports, land ports of entry, and airports to warehousing and distribution centers, including grade separations. Project may support inland port facilities, short-haul rail shuttles, and inland seaports. Project may include roadway improvements, such as improving ingress/egress to/from land port of entry, airports, and seaports.</p> <p>Rural Context: Project plans for roadway operational improvements to support transit/passenger rail service in a corridor to improve headway reliability for intermodal transit transfers and/or buses traveling the corridor. Project proposes to be multimodal that enhances safety of existing active transportation infrastructure (adds separation between a bicycle and vehicle lanes, etc.), particularly along rural highways that act as main streets.</p>
3	<p>Project is a roadway project for vehicle travel that is likely to include multimodal rail, transit, and/or active transportation improvements. Roadway & multimodal improvements would be complementary, intentional, and would improve access and/or promote the shift of travel from vehicular to rail, transit, active transportation.</p> <p>Freight: Planned roadway improvement is to enhance freight movement that may include port/rail elements to promote intermodal interchange, transfer, and access, or enhances access to rail or freight facilities.</p> <p>Rural Context: Project plans to be a non-capacity-increasing roadway project that reduces conflict between freight and active transportation users either by facilitating freight movement from a 'main street' rural highway to a priority freight route or by adding safety improvements (wider shoulders, signalized intersections, etc).</p>
2	<p>Project plans to be a roadway project for vehicular travel that includes multimodal rail, transit, and/or active transportation improvements. The roadway improvements are not expected to promote mode shift from vehicles to non-vehicular options; therefore, the multimodal elements of the project have a low potential for mode shift.</p> <p>Freight: Project plans to be a roadway improvement to enhance freight movement that supports or facilitates the shift of cargo from the roadway to rail/marine highway.</p> <p>Rural Context: Project plans to be a non-capacity-increasing roadway project in the vicinity of a transit station or active transportation network and has the potential to improve access to that multi-modal infrastructure.</p>
1	<p>Project plans to be a roadway improvement for vehicular travel. Project has the potential to promote or improve access to existing rail, transit, and/or active transportation, but does not include sufficient rail, transit, or active transportation investment to fully mitigate the auto travel it induces.</p> <p>Freight: Project plans to be a roadway improvement to enhance freight movement. Project has the potential to support the shift of cargo from roadway to rail/marine highway.</p> <p>Rural Context: Project plans to be non-capacity-increasing with no potential to improve access to other modes. There may not be opportunities to improve mode shift in the corridor; <u>OR</u> Project plans to increase capacity but may include transit elements that has potential to significantly increase mode shift (i.e. bus only highway lane).</p>
0	<p>Project does not demonstrate plans for mode shift; project is highway capacity increasing; 100% highway centric.</p> <p>Freight: Project does not demonstrate potential for mode shift.</p> <p>Rural Context: It is unclear if project may explore alternative for mode shift; no documentation.</p>

2. Vehicle Miles Traveled (VMT)

What is the project potential to impact VMT?

Caltrans is looking to prioritize projects that do not significantly increase motor vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT. In less congested rural areas, highway capacity expansion can be less likely to induce travel. Nevertheless, the benefits and drawbacks of widening roadways in this context must be weighed carefully.

Points	Rubric Definition
5	<p>Project proposes non-highway capacity increasing and is not likely to increase VMT. Project may consist solely/ combination of new or improving existing passenger rail or bus transit; freight or short rail; active transportation facilities, including closing existing gap in transit/active transportation; or multimodal port improvement project.</p> <p>Rural Context: Project plans to improve multimodal connectivity in local street networks (including overcrossing opportunities of Caltrans facilities) to enable more direct routing and efficient access to destinations, shortening existing trips without inducing travel, thereby removing trips from the SHS and local roads. Project plans to add and improve connected facilities for walking and bicycling in the corridor and includes or improves first/last-mile connections to local, interregional, and regional transit routes.</p>
4	<p>Project proposes to be a non-highway capacity increasing and is not likely to increase VMT. Project is likely to consist primarily of, or a combination of, adding new, or improving existing: passenger rail or bus transit; freight or short rail; active transportation facilities, including closing an existing gap in transit and active transportation; or multimodal port improvement project. Project plans to include highway solutions that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) so as not to add new lanes accessible to automobiles.</p> <p>Rural Context: Project may likely facilitate emergency evacuations following local/regional/state evacuation plans without increasing capacity through efficient traffic management strategies (use of contraflow; two-way left-turn lanes as through traffic lanes, full structural shoulders); installation of transportation management systems elements (closed-circuit television cameras, changeable message signs, traffic detection, etc.)</p>
3	<p>Project does not anticipate to increase VMT. The scope may consist of implementing a demand management highway solution as a strategy to maximize use of the existing footprint of the system. Demand management strategies may include General Purpose Lane conversion to HOV+3 or higher, HOT, or fully priced lanes; HOV conversion to HOT lanes; HOV or HOT lanes conversion to fully priced lanes; and HOV+2 conversion to HOV+3 or higher; conversion of existing lanes to enforceable transit- or freight-only lanes. Project is likely to couple with one, or a combination of adding a new, or improving existing, passenger rail or bus transit, freight or short rail, active transportation improvement, including closing an existing gap in transit and active transportation, or multimodal port improvement project so VMT impacts can be mitigated to zero.</p> <p>Rural Context: Project plans to address operational issues on a route used for evacuations or experiences frequent closures that forces vehicles and freight to travel around the closure or congested corridor through local communities. Project's operational improvements plans to reduce VMT associated with traveling around closures and evacuation routes and have an overall net zero increase in VMT; addresses operational issues related to substantial grades to facilitate efficient goods movement in critical freight corridors. AND Project is in an area with no multimodal options for freight movement. The general plan does not plan for growth, additional interchanges, or other VMT inducing roadway projects.</p>
2	<p>Project does not anticipate to increase VMT. Project may include only roadway improvements, which may consist of implementing a demand management highway solution within existing footprint. Demand management may include General Purpose Lane conversion to HOV+3 or higher, HOT, or fully priced lanes; HOV conversion to HOT lanes; HOV or HOT lanes conversion to fully priced lanes; HOV+2 conversion to HOV+3 or higher; conversion of enforceable transit or freight-only lanes. Project does not anticipate including additional multimodal investments in transit, rail, or active transportation components as a solution to reduce VMT.</p>
1	<p>Project anticipates no change in VMT. Project must adequately demonstrate how it anticipates no increase in VMT based on assumptions or project types. Exception: Project may plan to add fully-priced managed lanes, auxiliary lanes, and/or enforceable transit- or freight-only lanes. However, the project must demonstrate no anticipated change in VMT with additional lanes.</p> <p>Rural Context: There are no options anticipated within the corridor that will directly benefit reductions of passenger vehicle travel.</p>
0	<p>Project plans to increase highway capacity by expanding existing footprint of the system and increases VMT.</p>

Rural Definition for VMT only: Counties identified in table 3 of Attachment A.

3. Public Engagement

How does the project plan to include and document a meaningful public engagement process that includes Community-Based Organizations?

The purpose of this question is to determine if a project adequately includes the needs of underrepresented groups through its public engagement process. Consideration is given to whether a project provided a diverse array of opportunities for members of underrepresented groups, contacted community leaders of underrepresented groups, provided engagement at the appropriate times of project development, adequately documents the public engagement process, ensured adequate resources were allocated to the public engagement process, and demonstrates that the project design or scope was changed to accommodate needs and perspectives provided by the public engagement process.

Points	Rubric Definition
5	Project plans for a robust, equitable, and meaningful public engagement strategy that includes a range of virtual and/or in-person methods, or tools for reaching entities known or reasonably anticipated to be affected by, or have an interest in, the Project. The anticipated methods and tools describe well-defined ways to reach out to and provide meaningful participation opportunities for the impacted and surrounding communities, and may include underserved population and disadvantaged communities, if applicable. The strategy will consider community-based organizations and plans to develop a well-described public engagement plan. Stakeholder and/or partner agency participation anticipates having informed strategy development. Stakeholders plan is identified by name and/or defined groups or categories; the stakeholder list plans to be appropriate for the project scope and not omit entities that should be included. Outreach and engagement activities, stakeholder comments and input, and engagement outcomes plan to be well documented. The level of engagement plans to be fully adequate for the Project. The timing of the engagement plans matches well with the project phases and milestones. Sufficient resources are planned to be allocated for all the engagement activities.
4	Project plans for public outreach/engagement strategy that is outlined or described in some form. The public engagement strategy plans to include several virtual and/or in-person methods, techniques, and/or tools for reaching entities known or reasonably anticipated to be affected by, or have an interest in, the Project. As applicable, the methods, techniques, and tools plan to include reaching out to and providing participation opportunities for disadvantaged communities. Community-based organizations may be considered in the outreach and engagement. The level of engagement proposes to be generally appropriate for the Project. The stakeholder list proposes to be generally appropriate for the Project. Documentation of the engagement results is included. The timing of the engagement activities proposes to mostly correspond to the project phases and milestones. Sufficient resources are planned to be allocated for most of the engagement activities.
3	Project plans to include public outreach and engagement components, which may include some methods, techniques, and/or tools for reaching entities anticipated to be affected by or interested in the Project. As applicable, the methods include ways to reach out to disadvantaged communities. The level of engagement and the stakeholder list plans to be appropriate for the Project. Some level or documentation of the general engagement results plan to be included. The timing of the engagement activities plans to be generally adequate. Resources allocated for engagement activities anticipate being adequate or unclear.
2	Project may not have a strategic public outreach and engagement strategy, or only makes passing reference to outreach and engagement; or the Project has plans to include some public outreach and engagement components but may not have a strategy in place. The approach omits some reasonably anticipated methods, and/or tools for reaching entities that may be affected by, or have an interest in, the Project. The methods and tools may mention disadvantaged communities, as applicable; however, the level of authentic engagement is low. Engagement level and stakeholder list generally seem more perfunctory or performative than meaningful and authentic. The timing of engagement activities may match some of the Project phases and milestones, but gaps may be evident. Resources allocated for engagement activities may be inadequate or unclear.
1	Public outreach and engagement activities, or planned outreach and engagement, mainly aim to inform the community, stakeholders, and the general public. Meaningful and authentic engagement that can influence the outcomes is lacking. A public engagement plan is not provided or, if mentioned, is only a cursory outline. The level of planned engagement is minimal, and the stakeholder list is omitted or perfunctory. The strategy omits reasonably anticipated methods, techniques, and/or tools for reaching entities that may be affected by, or have an interest in, the Project. Few, if any, of the methods, techniques, and tools seem to address, include, or be directed toward disadvantaged communities, as applicable. The timing of the engagement activities does not match the Project phases and milestones. Resources allocated for engagement activities seem to be generally inadequate or unclear. Documentation of the engagement results is minimal or nonexistent.
0	Project did not include public outreach and engagement. No public engagement plan is provided. No methods, techniques, and/or tools are identified for reaching entities that may be affected by, or have an interest in, the Project. No resources were allocated for outreach and engagement beyond what is required.

4. Benefits to Disadvantaged Community (DAC)

How does the project plan to incorporate local communities needs to provide benefits to a DAC?

The purpose of this question is to determine if the Project provides benefits a DAC. Caltrans seeks to prioritize those projects which provide the greatest benefits that serve the most severely disadvantaged communities. Describe how the Project proposes to advance equity and reduce or eliminate transportation burdens and/or barriers for low-income communities, communities of color, people with disabilities, and other disadvantaged groups.

Points	Rubric Definition
5	The Project is fully within a DAC and/or is anticipated to provide access to opportunity outside of the DAC, including removing/or alleviating transportation barrier or burden for residents of a DAC; <u>AND</u> Project is anticipated to provide benefits or improves conditions to a DAC, as well as addresses and aligns well with the affected community's needs; <u>AND</u> Project does not anticipate to place new burdens or exacerbate existing burdens on the DAC.
3	Project is partially within a DAC and/or is anticipated to provide access to opportunity outside of the DAC, including removing/alleviating transportation barrier or burden for residents of a DAC; <u>AND</u> Project proposes to provide benefits or improves conditions to a DAC, as well as address and align well with the affected community's needs; <u>AND</u> The Project does not anticipate to place new burdens or exacerbate existing burdens on the DAC.
1	Project is anticipated to provide indirect benefits to a DAC and address & align well with the affected community needs; <u>AND</u> Project does not anticipate placing new burdens or exacerbate existing burdens on the DAC.
0	Project does not anticipate providing any benefits directly, or indirectly, to a DAC <u>OR</u> the project is not anticipated to improve conditions for, place new burdens, or exacerbate existing burdens on the DAC.

5. Improve Safety

Does the project plan to include safety improvements/enhancements to reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?

The purpose is to identify how the Project incorporates safety countermeasures to reduce fatalities and severe injuries of all users toward zero on the roadways. Caltrans seeks to prioritize projects in alignment with the Safe Systems Approach, which involves anticipating human mistakes and designing/managing infrastructure to keep the risk of a mistake low.

Points	
	<p>Project may include physical/operational improvements to create clear safety improvements and address the safety of all road users (walk, bike, drive, ride transit, etc.). Project plans to completely aligns with the Safe Systems Approach, including the following:</p> <ul style="list-style-type: none"> • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy <p>AND plans to include <u>multiple</u> elements from Proven Safety Countermeasures and does not increase auto speeds.</p> <p>Rail/Transit: Project proposes to improve safety by implementing, but not limited to, one or more of the following: Positive Train Control Implementation, Rail Grade Crossing and Trespassing Prevention, Human Factor/Workers Protection, Rail Infrastructure Upgrades, Tank Car Enhancements (transporting flammable liquids)</p>
4	<p>Project may include physical/operational improvements to create clear safety improvements and address the safety of all road users (walk, bike, drive, ride transit, etc.). Project plans to align with the Safe Systems Approach below AND one or more elements from Proven Safety Countermeasures.</p> <ul style="list-style-type: none"> • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e. physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy. <p>Rail/Transit: Project does not plan to include any proven safety countermeasures but plans to yield safety benefits based on Project type. Rail or transit project generally yield substantial safety benefits, aside from any safety features of the rail or transit system, just because these modes are vastly safer than auto modes.</p>
3	<p>Project may include physical/operational improvements to create potential safety improvements. Project proposes to address the safety of multiple road users (walk, bike, drive, ride transit, etc.). Project plans to align with the Safe Systems Approach below OR multiple elements from Proven Safety Countermeasures.</p> <ul style="list-style-type: none"> • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users) • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy
2	<p>Project may include physical/operational improvements to create possible safety improvements. Project plans to align with the Safe Systems Approach below OR one or more elements from Proven Safety Countermeasures.</p> <ul style="list-style-type: none"> • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy
1	<p>It is unclear if project plans to include physical and/or operational improvements that improve/enhance safety, and/or Project does not align with the Safe Systems Approach but includes safety improvements.</p>
0	<p>No safety Improvements were identified.</p>

6. Expand Zero Emission Vehicle (ZEV) Infrastructure

How does the project plan to include and/or improve access to ZEV charging or fueling infrastructure?

The purpose of this question is to evaluate the extent to which the project supports and encourages the use of ZEVs and alternative fuels. Caltrans seeks to prioritize projects that provide and improve access to ZE charging and alternative fueling infrastructure, especially in rural areas where and key gaps¹ in charging/fueling infrastructure exist. Rail projects that provide ZE/alternative fuel freight or passenger rail projects will be prioritized. Freight projects that provide ZE truck chargers or alternative fueling will be prioritized, especially on key freight corridors, such as Critical Urban/Rural Freight Corridors, Strategic Interregional Corridors, or International Border Crossings.

Points	Rubric Definition
5	<p>Project proposes to address key gaps in ZEV charging and alternative fueling networks by providing infrastructure for charging and/or alternative fueling stations in a rural community².</p> <p>Rail/Transit: Project proposes to provide ZE/alternative fuel freight or passenger rail infrastructure.</p> <p>Freight: Project proposes to provide ZE truck chargers or alternative fueling infrastructure on a key freight corridor, such as a CUFC/CRFC, Strategic Interregional Corridor, or International Border Crossing; OR As part of a larger port freight infrastructure project, the project proposes to provide ZE or near ZE human-operated equipment/infrastructure.</p>
4	<p>Project proposes to address key gaps in ZEV charging and alternative fueling networks by providing infrastructure for charging and/or alternative fueling stations. Project is not located in a rural community.</p> <p>Rail/Transit: Project proposes to directly support ZE/alternative fuel freight or passenger rail infrastructure (i.e., accommodates ZE/alternative fuel locomotives).</p> <p>Freight: Project proposes to provide ZE truck charging or alternative fueling infrastructures near a key freight corridor, such as a CUFC/CRFC, Strategic Interregional Corridor, or international border crossing; OR As part of a larger port freight infrastructure Project, the project plans to support ZE or near ZE human-operated equipment/infrastructure.</p>
3	<p>Project does not plan to address a key gap in ZEV charging/alternative fueling infrastructure. Project proposes to provide infrastructure for charging or alternative fueling stations.</p> <p>Rail/Transit: Project proposes to support future ZE/alternative fuel freight or passenger rail infrastructure (i.e., rail line extension that could support future ZE/alternative fuel locomotives)</p> <p>Freight: Project proposes to provide infrastructure to enable future ZE truck charging or alternative fueling infrastructure. Project is not located on a key freight corridor.</p>
2	<p>Project proposes to improve direct access to and/or visibility of ZEV chargers and/or alternative fueling stations through the addition of wayfinding signs.</p> <p>Rail/Transit: Project proposes to include infrastructure improvements to support ZE modes of transportation, such as active transportation (i.e., grade crossing).</p> <p>Freight: Project proposes to support ZE truck charging or alternative fueling infrastructure. Project is not located on a key freight corridor.</p>
1	<p>Project does not plan to include ZEV infrastructure but plans to support ZE modes of transportation, such as active transportation.</p> <p>Rail/Transit: Project plans to includes operational improvements to support ZE modes of transportation, such as active transportation (i.e., pedestrian signal enhancements).</p> <p>Freight: Project plans to support future ZE truck charging or alternative fueling infrastructure investments. Project is not located on a key freight corridor.</p>
0	<p>Project does not plan to include include/support ZEV infrastructure or ZE modes of transportation. EX: Highway-centric Project without any ZEV/active transportation considerations.</p>

¹ Key Gap: Geographical area where ZEV/alternative fuel infrastructure access is greater than 100 miles.

² CAPTI (2021) states, "Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, **particularly to those in more rural communities**" (page 16).

7. Address Climate Change

How does the project plan to improve climate adaptation and resiliency by addressing one or more climate risks?

The purpose of this metric is to evaluate how the project proposes to address identified climate risks and implement adaptation strategies/measures to enhance resilience to climate impact(s) that are occurring or anticipated. All projects are required to demonstrate consideration of and consistency with State goals and, where applicable, regional or local adaptation plans or policies. Projects on the SHS should reference Caltrans' products on climate vulnerability, including the Vulnerability Assessments and Adaptation Priority Reports. Using other state or federal climate data sources may be supplemented as needed to identify climate impacts to adjacent areas beyond the SHS. Projected climate impacts for non-highway projects such as passenger/freight rail, seaport, transit, or active transportation projects are not available through Caltrans vulnerability assessments or adaptation priority reports. Those types of projects may use other resources such as Cal-Adapt.org or other local climate data sources to explain vulnerability to a climate change impact.

Points	Rubric Definition
5	<p>Project proposes to conduct climate risk assessments for all climate stressors as appropriate (wildfire, sea level rise, drought, temperature change, precipitation, and extreme events) on timelines that align with the expected service life of the project, following State and Caltrans climate adaptation planning guidance.</p> <p>Project plans to incorporate design components and/or adaptation strategies that comprehensively mitigate identified climate risk(s) for entirety of expected service life as part of its primary objectives or as a significant part of its outcomes. Climate components and outcomes that will be considered will be consistent with State goals and regional/local adaptation plans or policies, as appropriate. Project plans to explore nature-based adaptation strategies where feasible and appropriate.</p> <p>Project plans to include a comprehensive evaluation of potential climate change-related risks to vulnerable communities – including disadvantaged, low income, and BIPOC communities - demonstrated in the project planning, scoping, and design process. The project can demonstrate that some components that will be considered are likely to improve the resilience of these communities.</p> <p>Project plans to expand multimodal transportation options on corridors identified to support emergency evacuation routes, AND demonstrates that these multimodal transportation options will be deliberately prepared for emergency operations, such as through design changes, personnel training, incident command planning, or adoption of emergency operations plans.</p>
3	<p>Project plans to conduct a climate risk assessment for at least one climate stressor, but not all applicable to the project location. The risk assessment is not clear if it aligns with the expected service life of the project. Project did not conduct climate risk assessment following State and Caltrans climate adaptation planning guidance.</p> <p>Project plans to minimally address climate risks and/or adaptation strategies to mitigate identified climate risk(s). These adaptation strategies are not part of the primary objectives or a significant part of its outcomes, and/or the project does not plan to include strategies for the entirety of expected service life. Potential for including climate components in the project are demonstrated to be consistent with State goals and regional or local adaptation plans or policies, as appropriate. Project demonstrates some consideration of vulnerable communities, including disadvantaged, low-income, and BIPOC communities. However, the project does not demonstrate any plans to improve the resilience of these communities.</p> <p>Project plans to expand multimodal transportation options on corridors identified to support emergency evacuation routes</p>
1	<p>The Project acknowledges climate change impacts on transportation infrastructure but does not include analysis of anticipated vulnerabilities, data sources used, or adaptation strategies. Climate change is expected to be minimally considered in future planning, scoping, and design, but alignment with State goals and regional or local adaptation plans or policies is included. Project demonstrates minimal consideration of vulnerable communities – including disadvantaged, low-income, and BIPOC communities. Considerations are NOT anticipated to be included in the project planning, scoping, and design process.</p>
0	<p>Project does not mention or acknowledge climate change impacts, vulnerabilities, or risks. Project does not consider climate change in planning phase. Project does not include evaluation of potential climate change-related risks to climate-vulnerable communities.</p> <p>Project is not consistent with regional or local adaptation plans or policies.</p>

8. Natural and Working Lands

How does the project plan to minimize the impact on natural resources and ecosystems?

The purpose of this question is to measure how the project incorporates nature-based solutions to protect or enhance natural and working lands [see glossary], which include natural ecosystems and other landscapes like agricultural lands. Specifically, scoring focuses on how the project avoids converting natural or working lands to more intensified uses and/or enhancing biodiversity. The question also measures how the project supports local and regional conservation planning that focuses on development where it already exists and how it aligns transportation investments with conservation priorities to reduce transportation's impact on the natural environment. **NOTE:** This scoring rubric is not intended to evaluate mitigation according to the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), or other laws, rules, or regulations regarding natural resources.

Points	Rubric Definition
5	<p>Project proposes to have a primary objective of enhancing biodiversity (e.g., wildlife crossings) and/or avoiding conversion of natural and working lands; OR proposes to enhance natural and working lands through conservation or restoration of land and/or the Project plans to pursue nature-based climate adaptation solutions.</p> <p>Project plans to support local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI and the State's Climate-Smart Lands Strategy.</p> <p>Project plans to be developed in alignment with statewide conservation priorities to reduce transportation's impact on the natural environment.</p>
3	<p>Project proposes to protect or enhance natural and working lands.</p> <p>Project plans to support local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI.</p> <p>Project plans to be developed in alignment with statewide conservation priorities to reduce transportation's impact on the natural environment.</p>
1	<p>Project does not demonstrate consideration of local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI; however, the Project does not place new or exacerbate existing burdens on natural and working lands that cannot be mitigated.</p>
0	<p>Project is expected to place new or exacerbates existing burdens on natural and working lands that must be mitigated.</p>

9. Infill Development

How does the project plan to promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?

The purpose of this question is to determine if a project promotes infill development and land use patterns while protecting residents and businesses from displacement. The project will be considered supporting infill development if it lies within dark purple areas of the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at <https://sitecheck.opr.ca.gov/> and how the project provides opportunity for walking, biking, transit, and providing transportation options to support infill development.

Points	Rubric Definition
5	<p>Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; AND The project plans to provide affordable, low-cost transportation serving low-income residents near centrally-located job centers; improves community walkability and bike-ability, and enhances access to opportunity by causing more compact and centrally located development (which provides good access to opportunity and reduces transportation cost burdens); AND does not plan to displace residents and/or businesses.</p> <p>Freight: Project is located in an area indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning. Research's Site Check tool is available at https://sitecheck.opr.ca.gov/; AND The project plans to provide durable improvement to goods movement not subject to degradation over time from induced auto travel. The project does not plan to generate additional auto travel and sprawl by increasing roadway capacity for autos (and thereby maintains the viability of compact development, which in turn reduces transportation costs and improves access to opportunity for workers) OR Project plans to provide non-roadway freight movement options AND Does not plan to displace residents and/or businesses</p>
3	<p>Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; AND The project as a whole is anticipated to lead to a reduction in driving and an increase in walking, biking, transit, and/or rail; AND Does not plan to displace residents and/or businesses.</p> <p>Freight: Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; AND plans to support, directly or indirectly, the utilization of inland port facility, short-haul rail shuttle, or other off-roadway freight movements to lessen impacts on near-roadway communities OR Project plans to improve operational improvements to <i>existing</i> warehousing or improves last-mile delivery gaps without causing growth in automobile; AND Does not plan to displace residents and/or businesses.</p>
0	<p>Project is not located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; OR does not plan to provide affordable, low-cost transportation serving low-income residents near job centers, does not anticipate to improve community walkability and bike-ability, and does not anticipate to improve access to opportunity by causing more compact and centrally located development (which provides good access to opportunity and reduces transportation cost burdens); OR does not anticipate, as a whole, to a reduction in driving and an increase in walking, biking, transit, and/ or rail modes.; OR displaces residents and/or businesses.</p>

GLOSSARY

- **Affordable, low-cost transportation: Multimodal transportation and land use patterns that support walking, cycling and public transit.**
- **Burden on Natural and Working Lands:** Includes effects that reduce the capacity of natural and working lands to provide resiliency benefits, such as destruction via development, increased temperature, more variable precipitation, decreased snowpack, sea level rise, increased wildfire, and shifting habitat.
- **Caltrans Adaptation Strategy Report:** Serves as a guide to Caltrans integrating climate change adaptation into agency activities and decision-making.
- **California Adaptation Clearinghouse:** The State of California's consolidated searchable database of resources for local, regional, and statewide climate adaptation planning and decision-making.
- **California Coastal Commission Sea Level Rise Policy Guidance:** A document adopted by the California Coastal Commission in 2015 that provides an overview of the best available science on sea level rise for California and recommended methodology for addressing sea level rise in Coastal Commission planning and regulatory actions and to serve as a multi-purpose resource for a variety of audiences.
- **California Department of Housing and Community Development (HCD):** A department within the California Business, Consumer Services and Housing Agency that develops housing policy and building codes, regulates manufactured homes and mobile home parks, and administers housing finance, economic development and community development programs.
- **California Historical Landmark:** Includes sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value.
- **Climate Action Plan for Transportation Infrastructure (CAPTI):** A plan developed by the California State Transportation Agency that details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity, as directed by Executive Order N-79-20.
- **Complete Streets:** Streets designed and operated to enable safe use and support mobility for all users, including people of all ages, abilities, and modes of transportation.
- **Disadvantaged Community (DAC):** Communities within census tracts that are among the 25% highest scoring in CalEnviroScreen 3.0. Scores determine the degree to which areas are disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, as well as having concentrations of people that are of low-income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.
- **Federal Discretionary Funds:** A "discretionary" grant is a grant in which a federal agency selects the awardee (i.e., grant recipient) based on merit and eligibility. After you apply for a discretionary grant on Grants.gov, the applications are sent to the federal agency for a competitive review process and final funding decision. Federal discretionary funds are those awarded by a federal agency to grant recipients of discretionary grants.
- **Greenhouse Gas (GHG) Emissions:** Gases that trap heat in the atmosphere. Includes fluorinated gases, nitrous oxide, methane, and carbon dioxide. Larger emissions of

greenhouse gases lead to higher concentrations in the atmosphere, resulting in more heat trapped in the atmosphere.

- **Key Freight Corridor:** Includes Critical Urban/Rural Freight Corridors, Strategic Interregional Corridors, and International Border Crossings.
- **Key Gap in ZEV Infrastructure:** Geographical areas/corridors where ZEV/alternative fuel infrastructure need is high and supply (ZEV chargers, alternative fueling stations, etc.) is low or nonexistent.
- **Natural and Working Lands:** These Lands consist of eight landscapes, organized by land cover (a description of what is physically at a location) and developed by a team of scientific experts from multiple state agencies. They are consistent with international carbon accounting methodologies and set an aligned foundation on which we can model, analyze, and measure climate action on our lands. Healthy land can sequester and store carbon emissions, limit future carbon emissions into the atmosphere, protect people and nature from the impacts of climate change, and build resilience to future climate risks. Unhealthy lands have the opposite effect - they release more greenhouse gases than they store, increase climate risks to people and nature, and are more vulnerable to future climate change impacts. Includes: Forests, shrublands and chaparral, developed lands, wetlands, seagrasses and seaweeds, croplands, grasslands, sparsely vegetated lands
- **Near ZE Vehicle:** a vehicle that uses zero emission technologies, uses technologies that provide a pathway to zero emission operations, or incorporates other technologies that significantly reduce vehicle emissions.
- **Non-vehicular modes (Active Transportation):** Not vehicular; not designed for vehicles and especially motor vehicles.
- **Open Space:** Any piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation such as parks, community gardens, and cemeteries), schoolyards, playgrounds, public seating areas, public plazas, and vacant lots. Open space provides recreational areas for residents and helps to enhance the beauty and environmental quality of neighborhoods.
- **Partner Funds:** Non-Commission funds: Local funds, regional funds, developer fees, federal funds (federal discretionary funds have a higher priority). Commission funds: Only Regional Improvement Funds (RIP) can be used as leverage or match. SHOPP funds and other commission allocated funds are not considered a leverage or a matching fund. Partner funds must be programmed for the phase applicant is requesting SB 1 funds, for them to be considered funding leverage or a match.
- **Rural:** As defined by the United States Census Bureau, any population, housing, or territory not in an urban area. Urban areas include urbanized areas (UAs) of 50,000 or more people, and urban clusters (UCs) of at least 2,500 and less than 50,000 people. Except for question the VMT scoring rubric, Rural is defined as counties identified in table 3 of Attachment A.
- **Sea Level Rise:** The rise in global mean sea level caused by rising global mean temperatures that accelerate the melting of Earth's polar ice caps.
- **State Highway System (SHS):** Roadways important to the state's economy, defense, and mobility.
- **Urbanized Area (UA):** A densely settled core of census tracts and/or census blocks that meet minimum population density requirements with 50,000 or more people.

- **Urbanized Cluster (UC):** A densely settled core of census tracts and/or census blocks that meet minimum population density requirements with at least 2,500 people and less than 50,000 people.
- **Vehicle Miles Traveled (VMT):** A way of evaluating transportation impacts with metrics that support the reduction of GHG emissions, development of multimodal transportation networks and diversification of land uses. Replaced Level of Service (LOS) method as a metric for assessing transportation impacts of land use and transportation projects.
- **Vulnerable Communities in the Context of Climate Adaptation:** Communities that experience heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts. These disproportionate effects are caused by physical (built and environmental), social, political, and/or economic factors(s), which are exacerbated by climate impacts. These factors include, but are not limited to race, class, sexual orientation and identification, national origin, and income inequality.
- **Zero-Emission Vehicle (ZEV):** A vehicle that produces no criteria pollutant, toxic air contaminant, or greenhouse gas emissions when stationary or operating.

Attachment A

3.2.2 SENSITIVITY TO PROJECT CONTEXT

Whether the metropolitan statistical area (MSA) or urban county data apply to the more rural areas of a given county will depend on how integrated the area in question is to the broader urban economy...

The MSA designation assumes that they (smaller MPOs and rural areas) are indeed integrated through commute patterns, which are a significant indicator of interconnectedness...

... Considerations include land use patterns and densities, modal choices, and route options.

Table 2. The 37 MSA Counties where the NCST Calculator Applies

23 MSA Counties: The NCST Calculator Applies to Class 1, 2, and 3 Facilities		
Alameda	Merced	San Joaquin
Contra Costa	Orange	San Mateo
Fresno	Placer	Santa Clara
Imperial	Riverside	Shasta
Kern	Sacramento	Solano
Kings	San Bernardino	Stanislaus
Los Angeles	San Diego	Yolo
Marin	San Francisco	
14 MSA Counties: The NCST Calculator Applies to Class 2 and 3 Facilities only		
Butte	San Benito	Sutter
El Dorado	San Luis Obispo	Tulare
Madera	Santa Barbara	Ventura
Monterey	Santa Cruz	Yuba
Napa	Sonoma	

Table 3. The 21 Rural Counties where the NCST Calculator does not Apply

Alpine	Inyo	Nevada
Amador	Lake	Plumas
Calaveras	Lassen	Sierra
Colusa	Mariposa	Siskiyou
Del Norte	Mendocino	Tehama
Glenn	Modoc	Trinity
Humboldt	Mono	Tuolumne

APPENDIX H: Scoring Sheet

Scoring Sheet SB 1 Trade Corridor Enhancement Program

Reviewer Name	Project Information				Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?		How does the project impact single occupancy Vehicle Miles Travelled (VMT)?		Does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC), low-income, environmental justice communities, and/or their Community Based Organizations) and incorporate local communities needs into the project?		Is the project located in a Disadvantaged Community?		Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?		Does the project include and/or improve access to Zero Emission Vehicle (ZEV) charging or fueling infrastructure?		
	ID	District	County	Route	Project Title	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating
1																	
2																	
3																	
4																	
5																	
6																	
7																	
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Scoring Sheet SB 1 Trade Corridor Enhancement Program

Reviewer Name	Project Information				Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?		Does the project minimize the impact on natural resources and ecosystems?		Does the project promote infill development and land use patterns while protecting residents and businesses from displacement?		Improve Freight Movement		Throughput		High Performance Freight Attributes		Total Project Score	
	ID	District	County	Route	Project Title	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments	Rating	Reviewer Comments		Rating
1																		0
2																		0
3																		0
4																		0
5																		0
6																		0
7																		0
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APPENDIX I: LOS Signature Authority Decision Tree

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website.



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 4-I

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 12 to the 2021 FTIP on August 29, 2022. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Addendum to the State Highway Operation and Protection Program (SHOPP) Grouped Project Listings, per Caltrans request.

Amendment No. 12 to the 2021 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

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

SUBJECT:

Postponement: Cottonwood Creek Groundbreaking Ceremony

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Cottonwood Creek Project is experiencing a delay. The Groundbreaking Ceremony initially scheduled for Monday, October 17, 2022, has been postponed. The notification from Caltrans states that the project will be on a "winter suspension" until March 2023. With some contractor delays and the rainy season approaching, the decision is to postpone. MCTC staff will keep you informed as new information develops concerning a Groundbreaking Ceremony in the Spring of 2023.

Background:

- The purpose of this project is to replace three aging bridges over Cottonwood Creek to ensure the structural integrity of the bridges.
- Need: the existing bridges identified within the project limits are deteriorating and Caltrans has performed several interim maintenance repair projects, including emergency repair projects. The Structure Maintenance and Investigations (SM&I) Bridge Maintenance Strategy meeting concluded that these bridges need to be replaced.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

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

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 12

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 12

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 12, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

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

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION COMMISSION FOR THE
PERIOD OF OCTOBER 1 THROUGH OCTOBER
31, 2022 PURSUANT TO BROWN ACT
PROVISIONS**

Resolution No.: **21-15**
Amendment No. 12

WHEREAS, the Madera County Transportation Commission (Commission) is committed to preserving and nurturing public access and participation in meetings of the Policy Board and its committees; and

WHEREAS, all meetings of the Commission are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Commission conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the Madera County’s boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Policy Board previously adopted Resolution 21-15 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, such conditions persist in Madera County, specifically, a state of emergency has been declared due to the COVID-19 pandemic; and

WHEREAS, State and local officials continue to recommend social distancing measures to help combat the spread; and

WHEREAS, the Policy Board does hereby find that the COVID-19 state of emergency has caused, and will continue to cause, conditions of peril to the safety of persons within Madera County that are likely to be beyond the control of services, personnel, equipment, and facilities of the Commission; and

WHEREAS, as a consequence of the emergency, the Policy Board does hereby find that the Policy Board of Madera County Transportation Commission and all of its committees shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such the Commission shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, measures have been taken to ensure access for the public including the ability to participate virtually and provide comment.

NOW, THEREFORE, THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Policy Board hereby considers the conditions of the state of emergency in Madera County and proclaims that a local emergency persists.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Policy Board ratifies that the Governor of the State of California issued a Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020, which remains in effect.

Section 4. Imminent Public Health and Safety Risk. The Policy Board finds that as a result of the emergency, meeting in person could present imminent risks to the health or safety of attendees.

Section 5. Remote Teleconference Meetings. The Executive Director and the Policy Board of Madera County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 30, 2021, or such time the Policy Board adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Policy Board of Madera County Transportation Commission may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

The foregoing resolution was adopted this 28th day of September 2022 by the following vote:

Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Cecelia Gallegos	_____
Commissioner Jose Rodriguez	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 5-A

PREPARED BY: Nicholas Dybas, Associate Regional Planner

SUBJECT:

PUBLIC HEARING: 2022 Madera County Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

Enclosure: No

Action: Conduct public hearing and receive testimony for the 2022 Madera County Coordinated Public Transit Human Services Transportation Plan

SUMMARY:

Federal transit law requires that all projects selected for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. 5310) funding be derived from a locally developed Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan).

49 U.S.C. 5310 provides funding to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The Coordinated Plan must be developed and approved through a process that includes the participation of seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public who utilize public transportation services.

The Madera County Transportation Commission (MCTC) convened the Coordinated Plan Oversight Committee and held meetings in April, May, and June 2022. The project continued with an analysis of the Madera Region, existing transportation services, and the transit-dependent population.

Staff has completed the 2022 Coordinated Public Transit Human Services Transportation Plan. The Coordinated Plan is comprised of five sections: Introduction, Existing Conditions, Transportation Providers, Transportation Needs Assessment, and Coordination Strategies. These sections provide an overview of the existing transportation services in the region, the gaps and needs in transportation, and proposed strategies to help meet those needs and gaps identified. A 30-day public comment review period opened on August 29, 2022, and concludes September 28, 2022. A public hearing will be held at the September 28th MCTC Board Meeting. The MCTC Board will consider adoption of the final plan at the October 19,

2022 Board Meeting with the incorporation of any comments received during the public review process and the Public Hearing.

A full copy of the draft report can be found at the MCTC office on the MCTC website at: <https://www.maderactc.org/transportation/page/coordinated-public-transit-human-services-transportation-plan>

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 5-B
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative and Budget Update

Enclosure: Yes

Action: Information and Discussion Only. Direction may be provided

SUMMARY:

Gus Khouri, Khouri Consulting, will provide a verbal update on the status of the State Budget and current Legislation proposals. Included in your package are various position letters concerning the following bills:

- AB 2438 (Friedman) – Transportation Planning: alignment with state plans and greenhouse gas emissions reduction standards – VETO REQUEST
- AB 2550 (Arambula) – State Air Resources Board: Air Quality Standards: Non-attainment Districts – VETO REQUEST

Mr. Khouri will discuss the following:

- Implications of AB 2438 and the key changes and impacts.
- AB 285 Report
- Bills of Interest
- Redistricting

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



September 12, 2022

TO: Board Members, Madera County Transportation Commission
 FROM: Gus Khouri, President
 Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

General Update

On August 31, the concluded the second year of the 2021-22 Legislative Session. Should a special session be called by the Governor for an extraordinary circumstance, such as a natural disaster, the current class can meet until November 30. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5. MCTC has been active advocating on several bills this year. Below is summary of items of interest, including information on the reconstitution of new Assembly and Senate districts lines that were approved by the California Citizens Redistricting Commission.

AB 285 Report

Pursuant to AB 285 (Friedman), Chapter 605, Statutes of 2019, Caltrans is required to detail how it plans to achieve maximizing emissions reductions in its California Transportation Plan to achieve the state's goal reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030. The legislature required the Strategic Growth Council (SGC) to complete a report by January 31, 2022, with recommendations. SGC commissioned the UC Berkley Institute of Transportation Studies to conduct the report. On February 18, the report was posted with the following findings:

- Too much money is spent on highway widening and projects that increase vehicle travel, reliance on cars
- Projects, which take decades to plan, do not adjust and consider multimodal options
- Too many layers of decision makers (State, regional, and local)
- MPOs have no land use authority, and their priorities do not sync with the state, sales tax measures are to blame.
- State wants to restructure MPO and local government responsibilities, centralize things with state perspective.

There are several items to consider in the applicability of the findings. While Madera County resides in a non-attainment air district, certain factors such as the county's population density, geography and demographics are being discounted to the extent that there is an emphasis being placed on adherence

to vehicle miles traveled reduction, which is not always feasible, particularly when the threshold is intended to address urban areas. From a regional perspective, the Bay Area has a population of 6.8 million over 7,300 square miles, Los Angeles County has 10 million people living over 4,700 square miles, and the San Joaquin Valley has 4.3 million people spread out over 27,000 square miles. The Bay Area has nearly 60% more people living in an area a quarter the size of the Valley. Los Angeles County has more than 2.5 times the population over one-sixth of the area. MCTC has been working on multiple fronts for years to deliver more frequent transit and passenger rail service, complete bike trails and projects to enhance safety and throughput on Highway 99 and is working with Caltrans and regional partners on the deployment of charging stations to help facilitate electric vehicles. Assembly Member Laura Friedman, Chair of Assembly Transportation Committee, has also introduced legislation however, AB 2237 and AB 2438, to provide the state with a more assertive and prescriptive role in meeting state climate goals. There is an ongoing dialogue with statewide stakeholders, which MCTC is a part of, with hopes calibrating what is feasible in addressing climate change per region. MCTC has also submitted comments to the Strategic Growth Council.

In response to the AB 285 report, Assembly Member Laura Friedman, Chair of Assembly Transportation Committee, introduced legislation, AB 2237 and AB 2438, to provide the state with a more assertive and prescriptive role in meeting state climate goals, and making it difficult to complete certain highway projects. Below is a summary of those bills as well as other priority bills that MCTC acted on or tracked this year.

BILLS OF INTEREST

AB 1778 (Garcia) State Funding for Highway Capacity Projects, Healthy Communities

This bill would require Caltrans to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require Caltrans to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided. MCTC adopted an oppose position since this bill could have halted improvements on State Routes 41 and 99. **Status:** Failed passage in the Senate Transportation Committee.

AB 1944 (Lee) – Brown Act Virtual Meetings This bill provides a Brown Act exemption from the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. Unlike AB 361, this bill would allow for virtual meetings to occur regardless of whether a state of emergency has been declared. **Status:** Failed passage in the Senate Governance and Finance Committee.

AB 2449 (Rubio) Brown Act Meetings 2.0 In lieu of AB 1944, the legislature decided to move an alternative vehicle regarding the Brown Act, AB 2449 (Rubio), to the Governor's desk. The bill requires that a least a quorum of the board meet in a singular physical location with the local agency's jurisdiction clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Virtual meetings would be limited to specified emergency circumstances. Virtual participation would be restricted to a period of no more than three consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than two meetings if the legislative

body regularly meets fewer than 10 times per calendar year. **Status:** Signed by the Governor, Chapter 285, Statutes of 2022.

AB 2237 (Friedman) Accelerating Climate Goals in Sustainable Communities Strategies This bill allows the Strategic Growth Council (SGC), in consultation with the California Air Resources Board (CARB), the Department of Housing and Community Development, and the California State Transportation Agency, to review the duties and responsibilities of metropolitan planning organizations and to define what constitutes a “sustainable community.” The bill would also require for the SGC, in consultation with the Governor’s Office of Planning and Research, and CARB, redirection of funds from projects in a regional transportation improvement plan if they are not Climate Action Plan for Transportation Infrastructure (CAPTI) compliant. While the bill aims to promote accelerated delivery of multi-modal projects, which could lead to additional investments for active transportation, passenger rail, it may also influence delivery of projects, such as completion of projects on State Routes 41 and 99. The bill also undermines local control by giving the Governor absolute decision-making authority, through CARB and the California Transportation Commission (CTC), over what types of local sales tax measure projects are funded, which would impact Measure T projects. MCTC adopted an oppose position. **Status:** Failed Passage in the Senate Transportation Committee.

AB 2438 (Friedman) – CAPTI and California Transportation Plan Compliance- Project Eligibility for State Funding This bill requires that all state funding, including maintenance programs such as the State Highway Operation Protection Program, the SB 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure (CAPTI).

The California State Transportation Agency, Caltrans, CTC, CARB, and SGC are required to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity.

This bill could impact the ability to complete leverage state funds or dedicate local sales tax revenues towards completing projects on the state highway system if they are deemed to increase vehicle capacity. It also codifies as a static document without an opportunity to amend/calibrate to help compel strategies that would work for less dense areas such as Madera County. **Status:** Governor’s Desk

Redistricting

Last December, the California Citizens Redistricting Commission redrew the boundary lines for congressional, state, and local district representation. The impact of those decisions will take effect after this November’s election. In the state legislature, Madera County’s representation is expected to change. Assembly Member Frank Bigelow chose not to run for re-election to the Assembly. On the Senate side, Senator Anna Caballero will continue to represent the current district through 2024. The Senate district boundaries will be applicable thereafter. The County is expected to prospectively increase its representation to four members, two members each in the Assembly and Senate. Counties in Valley that share the same district are highlighted in bold.

AD 8 consists of the whole Counties of Inyo, Tuolumne, Mariposa, and Mono, and portions of **Fresno, Madera,** and Calaveras Counties. This district includes the whole Cities of Sonora, Angels, Bishop, the

town of Mammoth Lakes, and portions of the Cities of Clovis and Fresno. Calaveras County is divided to balance population while considering communities of interest; portions of Madera and Fresno foothill communities are added to respect mountainous communities and to balance population. This district keeps Sierra communities together, reflecting shared interests such as watersheds, fire protection, emergency response, and recreation. **This district will be represented by current Assembly Member Jim Patterson through 2024.**

AD 27 consists of **portions of Merced, Fresno, and Madera Counties**, including the whole Cities of Coalinga, Kerman, San Joaquin, Merced, Mendota, Dos Palos, Madera, Los Banos, Firebaugh, Huron, Atwater, Chowchilla, and Livingston, and portions of the City of Fresno. This district is in areas where there are obligations under Section 2 of the Voting Rights Act. The district splits Fresno and Madera Counties to meet those obligations and to keep communities of interest together. Major commuting and transportation corridors are Interstate 5 and Highway 99. Communities in this district share concerns related to affordable housing, transportation, healthcare, water, broadband accessibility, and access to well-paying jobs. **The top two candidates receiving the highest votes were Esmeralda Soria (D) and Mark Nicholas Pazin (R). Both will run off in November.**

SD 4 is based on nesting AD 8 and AD 22 and includes the whole Counties of Alpine, Amador, Calaveras, El Dorado, Inyo, Mariposa, Mono, **Stanislaus**, Tuolumne, and portions of **Madera, Merced**, Nevada, and Placer Counties. This district includes the whole Cities of Amador City, Angels, Bishop, Ceres, Hughson, Lone, Jackson, Modesto, Newman, Oakdale, Patterson, Placerville, Plymouth, Riverbank, Sonora, South Lake Tahoe, Sutter Creek, Turlock, Waterford, and the towns of Truckee and Mammoth Lakes. There is a zero-population split of the City of Livingston. The lines of this district are impacted by Voting Rights Act obligations to the west. This district follows communities-of-interest requests from Sierra counties to be placed with neighboring counties to the north. The inclusion of most Valley rural communities and some urban cities helps populate this Sierra district. The district brings together communities that have common interests in issues related to open space, water, broadband access, medical access, federal land management, national parks, tourism, emergency services, and transportation infrastructure challenges. **Democrats Tim Robertson and Marie Alvarado-Gil received the highest votes and will run off in November.**

SD 14 is based on nesting AD 27 and AD 31 and includes **portions of Fresno, Madera, Merced, and Tulare Counties**, including the whole Cities of Atwater, Chowchilla, Coalinga, Dos Palos, Firebaugh, Fowler, Gustine, Huron, Kerman, Los Banos, Madera, Mendota, Merced, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, and Selma, and portions of the Cities of Fresno and Livingston. This district is in areas where there are obligations under Section 2 of the Voting Rights Act. Splits of counties and cities are made to meet those obligations and to balance population in neighboring districts, while considering communities of interest. Many of the cities in this district run along the main transportation routes of Interstate 5 and Highway 99, and share interests in the food processing economy, water, and agriculture. These are largely Latino and immigrant communities that confront infrastructure challenges and concerns related to healthcare. **Current Senator Anna Caballero is running for this district.**

MCTC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
AB 1445 Levine (D) Planning and zoning: regional housing need allocation: climate change impacts	9/7/2022 Governor's Desk	Commencing January 1, 2025, this bill would require a council of governments, a delegate subregion to additionally consider factors in emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change in the development of a regional housing plan. As amended on August 24.	Watch
AB 1778 Garcia, C (D) State transportation funding: freeway widening	6/29/2022 Senate Transportation Failed passage	This bill would require Caltrans to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. Eligible capacity projects would be limited those that fall within the zero to 40 th percentile on the housing and environmental variables analyzed through the index. The bill establishes a precedent and impacts funding highway projects in Madera County. As amended on June 20.	Oppose
AB 1919 Holden (D) Transportation: free transit passes	9/13/22 Vetoed	This bill creates a five-year Youth Transit Pass Pilot Program to provide grants to transit agencies to create or expand free fare transit programs for college and K-12 students. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. As amended on June 14.	Watch
AB 1944 Lee (D) Local government: open and public meetings	6/22/2022 Assembly Local Government Failed Passage	This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. A quorum must be present at a single location within the boundaries of the local agency's location. The bill would also require an updated agenda reflecting all members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. As amended on May 25.	Support

MCTC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
AB 2120 Ward (D) Transportation finance: federal funding: bridges.	5/19/2022 Assembly Appropriations Failed Passage	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission. As amended on March 21.	Support
AB 2237 Friedman (D) Regional Transportation Plan: Active Transportation Program	6/16/2022 Senate Transportation Failed Passage	This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. As amended on June 13.	Oppose
AB 2438 Friedman (D) Transportation projects: Alignment with state plans	9/9/2022 Governor’s Desk	This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by the Transportation Agency. Receipt of funding from the STIP, SHOPP, and SB 1 competitive programs, would be contingent on being CAPTI compliant. As amended on August 25.	Oppose

MCTC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
AB 2449 Rubio, B (D) Open meetings: local agencies: teleconferences	9/14/2022 Signed by the Governor Chapter 285, Statutes of 2022	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; As amended on August 8.	Watch
AB 2622 Mullin (D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	8/31/2022 Governor’s Desk	This bill would extend, from January 1, 2024 to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies. As amended on June 9.	Support
AB 2647 Levine (D) Local government: open meetings	8/24/2022 Governor’s Desk	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. As amended August 4.	Watch

MCTC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
SB 922 Wiener (D) CEQA exemptions; transportation-related projects	8/23/2022 Governor's Desk	This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area or urban cluster for re-striping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles, also applies to active transportation plans and pedestrian plans. The bill also extends the January 1, 2023 to January 1, 2030 to continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provides additional requirements for projects over \$100 million. As last amended on August 4	Watch
SB 942 Newman (D) Low Carbon Transit Operations Program: free or reduced fare transit program	8/30/2022 Governor's Desk	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association. As amended on June 29.	Support
SB 1049 Dodd (D) Transportation Resilience Program	6/2/2022 Assembly Transportation Failed Passage	This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill directs funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria. As amended on May 19.	Watch

MCTC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 1410 Caballero (D) California Environmental Quality Act: transportation impacts</p>	<p>6/29/22 Assembly Appropriations Failed Passage</p>	<p>This bill requires the Governor’s Office of Planning and Research, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. As amended on May 2.</p>	<p>Watch</p>



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September 12, 2022

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: AB 2438 (Friedman) Transportation Planning: alignment with state plans and greenhouse gas emissions reduction standards – REQUEST FOR VETO

Dear Governor Newsom:

On behalf of the Madera County Transportation Commission (MCTC), the federally designated Metropolitan Planning Organization, and state designated Regional Transportation Planning Agency for the Madera Region, I am writing to request a veto on AB 2438 (Friedman), which would mandate a “one size fits all” approach to tackling mutual goals of addressing critical air quality and mobility issues by constraining all state funds for purposes of complying with the Governor’s Executive order to implement the Climate Action Plan for Transportation Infrastructure (CAPTI) and the California Transportation Plan. The bill codifies CAPTI as adopted in July 2021, providing no opportunity to modify to compel mutually desired outcomes statewide.

As a self-help county, MCTC has aggressively advocated for pronounced active transportation, rail (high-speed rail, Alameda Corridor Express and San Joaquins service) and transit investments to support the Highway 99 corridor, a major goods movement corridor, an arterial to national parks, such as Sequoia National Park and Yosemite, and a lifeline route for evacuating Valley residents. Our multimodal advocacy predates the issuance of the Governor’s Executive Orders N-19-19, upon which CAPTI is predicated. We are also working closely with Caltrans on deploying electric vehicle charging stations along the 99 Corridor throughout the San Joaquin Valley. However, denying access to billions of dollars in state funds will undermine our ability to be a funding partner on the state highway system and exacerbate our response to safety, climate change, goods movement, and promises made to Madera County voters.

Many disadvantaged communities within the Madera Region, including farmworkers, laborers, and tourists that drive our local economy, must rely on the automobile as other modes of transportation are not readily accessible. The Madera Region contains several rural pockets reachable only via local roadways, does not have easy access to public transportation, and lacks significant safety for bicycles and pedestrians as many of the local roads do not contain sidewalks or designated bicycle lanes. Rather than prohibit our ability to access state funding, the bill should be amended to allow for flexibility in accessing state funding for projects resulting in greenhouse gas reductions, multimodal investments, make vehicle miles traveled (VMT) proportional to a region’s density, and consider investments to build out rail systems including the Altamont Corridor Express, San Joaquins system, Valley Link, and high-

speed rail, accelerate delivery of zero-emission vehicle infrastructure and incentives, and enhance broadband access to reduce VMT from super commuters.

For these reasons, we respectfully ask that you veto AB 2438. We are highly motivated to collaborate closely with you and the author to improve air quality and mobility in our region. If you have any questions, please feel free to contact our legislative advocate, Gus Khouri, at (916) 605-8975 or gus@khouriconsult.com.

Sincerely,



Patricia Taylor
Executive Director

cc: Christy Bouma, Legislative Affairs Secretary, Governor Newsom
Ronda Paschal, Deputy Secretary, Governor Newsom
The Honorable Laura Friedman, Assembly Member, 43rd District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Anna Caballero, Senator, 12th District
The Honorable Adam Gray, Assembly Member, 21st District

Alameda County
Transportation Commission

Contra Costa
Transportation Authority

Fresno County
Transportation Authority

Imperial County
Transportation Commission

Los Angeles County
Metropolitan Transportation
Authority

Madera County
Transportation Commission

Transportation Authority
Of Marin

Merced County Association of
Governments

Transportation Agency for Monterey
County

Napa Valley Transportation Authority

Orange County
Transportation Authority

Riverside County
Transportation Commission

Sacramento
Transportation Authority

Santa Barbara County
Association of Governments

San Benito County Governments

San Bernardino
County Transportation Authority

Santa Clara Valley
Transportation Authority

Santa Cruz County Regional
Transportation Commission

San Diego
Association of Governments

San Francisco County
Transportation Authority

San Joaquin
Council of Governments

San Mateo County
Transportation Authority

Sonoma County
Transportation Authority

Stanislaus Council of Governments

Tulare County
Association of Governments

September 2, 2022

The Honorable Gavin Newsom
Governor, State of California
State Capitol
Sacramento, CA 95814

VIA EMAIL: Leg.Unit@gov.ca.gov

RE: AB 2438 (Friedman) VETO request

Dear Governor Newsom;

As you are aware, the Self-Help County Coalition (SHCC) member agencies fund California's transportation infrastructure by approving local sales tax increases by a 2/3 voter margin. There are currently 25 SHCC in California, representing over 80 percent of the population or roughly 30 million people. The SHCC member agencies generate, on average, over \$5 billion annually to fund regional and State priority multi-modal projects, creating tens of thousands of jobs.

I write you to express SHCC's continued opposition to AB 2438 as amended June 16th 2022. AB 2438 elevates the ***Climate Action Plan for Transportation Infrastructure*** (CAPTI) an aspirational document without fiscal constraints, to become a litmus test for funding SB 1 and local voter approved (Self Help) projects.

This shift in funding priorities and policy is not consistent with the intent of SB 1 (Chapter 5, Statutes of 2017) and undermines CA voters' intent when they voted to defend SB 1 (Proposition 6) and "fix it first" and build priority capacity projects.

We continue to support the California Transportation Commission (CTC), a known and trusted agency of transportation professionals to continue to implement the priorities of CAPTI, a process they have already begun. In August 2021, the CTC endorsed CAPTI's framework and strategies. As such, it began to incorporate CAPTI into the update for the guidelines of the SB 1 competitive programs (in 2021). For example, the SB 1 guidelines now state that the CTC encourages projects that align with the state's climate goals. Furthermore, as part of the evaluation criteria for the Local Partnership Program (Self Help Counties), CTC will give higher priority to projects that, among other things, "address how a proposed project will reduce GHG emissions and criteria pollutants and advance the state's air quality and climate goals; and how a proposed project will minimize VMT while maximizing person throughput."

For the Trade Corridor Enhancement Program (TCEP), the CTC is already requiring each project applicant to, "communicate a project's benefits related to advancing climate change resilience, by identifying both the climate change impacts that are occurring or anticipated, and the adaptive strategies."

The CTC guidelines provide project proponents the ability to adjust and modify a potential project and explain the benefit – it does not pick winners and losers.

AB 2438 would begin this guideline process over – throwing out over 18 months of stakeholder outreach, at significant (even unknown cost).

According to the Senate Appropriations Committee analysis, AB 2438 costs are;

- **Unknown, potentially significant redirection of transportation funding, to the extent incorporating CAPTI strategies directs allocations to projects and facilities primarily focused on improving greenhouse gas emissions, public health, and equity. This could lead to significant cost pressures to provide additional funding for projects and facilities that would have otherwise received funding under a “fix it first” model, absent the bill. (General Fund, various special funds, federal funds, bond funds)**

SHCC member agencies support the state’s intention to secure an equitable and climate-resilient future. However, AB 2438 appears to conflict with SB 1’s stated goals and VOTER endorsed “fix it first” approach provided in SB 1 for SHOPP and LPP funding.

We appreciate our conversations with you and your office and we welcome the opportunity for additional discussions and to work with your office to find a more refined approach to achieving our shared transportation related climate goals.

Respectfully,



Keith Dunn
Executive Director



The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

September 8, 2022

RE: AB 2438 (Friedman) Transportation Planning: alignment with state plans and greenhouse gas emissions reduction standards – REQUEST FOR VETO

Dear Governor Newsom:

On behalf of the San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council), representing the eight metropolitan planning organizations (MPOs) in the San Joaquin Valley, as well as the San Joaquin Valley Air Pollution Control District and ACE/San Joaquins passenger rail service, we are writing to request a veto on AB 2438, which would mandate a “one size fits all” approach to tackling mutual goals of addressing critical air quality and mobility issues. This bill constrains all state funds for purposes of complying with the Governor’s Executive order to implement the Climate Action Plan for Transportation Infrastructure (CAPTI) and California Transportation Plan. The bill codifies CAPTI as adopted in July 2021, providing no opportunity to modify to compel mutually desired outcomes statewide, which will only exacerbate issues for our region by limiting our competitiveness to acquire state funds.

The Policy Council has aggressively advocated for pronounced active transportation, rail (high-speed, Ace/San Joaquins, and Valley Link service), and transit investments (farebox recovery relief) to support the Highway 99 corridor, Interstate 5, and east-west connector routes. These efforts predate the issuance of the Governor’s Executive Orders N-19-19 upon which CAPTI predicated upon. Denying access to billions of dollars in state funds however will undermine our ability to be a funding partner on the state highway system and compromises our response to safety, climate change and goods movement.

The San Joaquin Valley faces one of the most significant air quality challenges in the country due to its unique topography, climate, geography, and the presence of two major transportation corridors (Interstate 5 and State Route 99), and critical east west connectors (State Routes 41, 46, 120, and 132 as examples) creating a significant public health challenge for Valley residents. Our region represents one of the most productive agricultural regions in the nation, if not the world. Over 25 percent of the nation’s food supply, and \$35 billion in economic activity, is generated annually. This requires farmworkers and laborers to use highways. We have nearly 27 million registered drivers in this state, all of whom use our highways for travel to work and visiting national parks. The state’s population has quadrupled since the highway system was built in the 1950s, which has exacerbated the challenge to

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Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
City of Woodlake

San Joaquin
Council of
Governments

Tulare County
Association of
Governments

Fresno
Council of
Governments

Kern
Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

Stanislaus
Council of
Governments

San Joaquin Valley
Air Pollution
Control District

San Joaquin
Joint Powers
Authority

address mobile sources, particularly with 50% of national imports coming through the Ports of Long Beach/Los Angeles and Oakland that utilize the Valley's arterials to get goods to market. Discussions to site up to four inland ports in the Valley underscore the need to complete highway corridors. The Valley also has 7 out of the 10 most disadvantaged communities in the state, with a low population density in many communities that rely on the automobile to conduct daily activities.

A more productive approach to improve air quality would be to calibrate vehicle miles traveled targets for the region, accelerate and prioritize funding approved by the legislature for zero-emission vehicle charging infrastructure and incentives for passenger vehicles and commercial trucks, build out passenger rail systems such as ACE/ San Joaquins and Valley Link to compel mode-shift, complete multi-modal highway projects or deliver truck-only lanes to prevent trucks and cars from idling, and accelerate delivery of broadband access to limit vehicle miles traveled, particularly by super commuters.

For these reasons, we respectfully ask that you veto AB 2438. We are highly motivated to collaborate closely with you and the author to improve air quality and mobility in our region. If you have any questions, please feel free to contact our legislative advocate, Gus Khouri, at (916) 605-8975 or gus@khouriconsult.com.

Sincerely,



Robert Poythress
Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Madera County Supervisor

cc: Christy Bouma, Legislative Affairs Secretary, Governor Newsom
Ronda Paschal, Deputy Secretary, Governor Newsom
The Honorable Laura Friedman, Assembly Member, 43rd District



The Honorable Gavin Newsom
 Governor of California
 1021 O Street, Suite 9000
 Sacramento, CA 95814

September 7, 2022

RE: AB 2550 State Air Resources Board: Ambient Air Quality Standards: Non-attainment Districts – VETO REQUEST

Dear Governor Newsom:

On behalf of the San Joaquin Valley Regional Policy Council, we respectfully ask for your veto of AB 2550 (Arambula). This bill would require the California Air Resources Board (CARB) to take specified interventions, including coordination, assistance, outreach, monitoring, regulation, and enforcement, regarding the San Joaquin Valley Air Pollution Control District (District). AB 2550 however will add cost without any additional air quality benefit, does not recognize CARB's existing significant oversight authority or provide for a collaborative process that already occurs between local air districts and CARB. Ultimately, the bill does not provide any additional tools to address mobile source emissions, the largest contributor to the state's air quality challenges.

The District and CARB have a long successful history of working together to develop and implement plans to bring the San Joaquin Valley into compliance with state and federal air quality standards and improve public health. Air districts have the expertise and primary authority to regulate *stationary* sources of emissions, with CARB having regulatory authority over *mobile sources* (which produce 85% of the Valley's NOx emissions). Current law requires air quality plans to be developed jointly between CARB and local air districts with extensive public participation throughout the process. CARB currently provides input into air district's regulatory activities and has the authority to step in and take over an air district's activities if the District fails to fulfill its obligations. CARB has never had the need to exercise this authority. Limited state resources would be better spent on reducing mobile source emissions which are the largest contributor to the Valley's air quality challenge.

The San Joaquin Valley faces one of the most significant air quality challenges in the country due to its unique topography, climate, geography, and the presence of two major transportation corridors (Interstate 5 and State Route 99), creating a significant public health challenge for Valley residents. Our region represents one of the most productive agricultural regions in the nation, if not the world. Over 25 percent of the nation's food supply, and \$35 billion in economic activity, is generated annually. This requires farmworkers and laborers to use highways. We have nearly 27 million registered drivers in this state, all of whom use our highways for travel to work and visiting national parks. The state's population has quadrupled since the highway system was built in the 1950s, which has exacerbated

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Chair
 Supervisor Robert Poythress
 Madera County

Vice-Chair
 Mayor Rudy Mendoza
 City of Woodlake

San Joaquin
 Council of
 Governments

Tulare County
 Association of
 Governments

Fresno
 Council of
 Governments

Kern
 Council of
 Governments

Kings County
 Association of
 Governments

Madera County
 Transportation
 Commission

Merced County
 Association of
 Governments

Stanislaus
 Council of
 Governments

San Joaquin Valley
 Air Pollution
 Control District

San Joaquin
 Joint Powers
 Authority

the challenge to address mobile sources, particularly with 50% of national imports coming through the Ports of Long Beach/Los Angeles and Oakland that utilize the Valley's arterials to get goods to market. The Valley also has seven out of the 10 most disadvantaged communities in the state, with a low population density in many communities that rely on the automobile to conduct daily activities.

A more productive approach to improve air quality would be to calibrate vehicle miles traveled targets for the region, accelerate and prioritize funding approved by the legislature for zero-emission vehicle charging infrastructure and incentives for passenger vehicles and commercial trucks, build out passenger rail systems such as ACE/ San Joaquins and Valley Link to compel mode-shift, and complete multi-modal highway projects or deliver truck-only lanes to prevent trucks and cars from idling.

For these reasons, we ask that you veto AB 2550. Thank you for your consideration. If you have any questions, please feel free to contact our legislative advocate, Gus Khouri, via phone at (916) 605-8975 or via email gus@khouriconsult.com.

Sincerely,



Robert Poythress
Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Madera County Supervisor

cc: The Honorable Joaquin Arambula, Assembly Member, 31st District
Lauren Sanchez, Senior Advisor for Climate, Office of Governor Gavin Newsom
Hazel Miranda, Deputy Legislative Secretary, Office of Governor Gavin Newsom
David E. Garcia, Legislative Director, California Air Resources Board



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 5-C
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Finish the SR 99 – Status and Letter of Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 Trade Corridor Enhancement Program (TCEP) Grant Application

Enclosure: Yes

Action: Authorize Chair to sign Letter of Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 TCEP Grant Application

SUMMARY:

The Madera County Transportation Commission has been working in coordination with TCAG and the Merced County Association of Governments (MCAG) over the past several years to strategize on multimodal options as part of the solution to completing SR 99. Finishing SR 99 throughout the San Joaquin Valley is a critical part of the transportation solution. A six-lane SR 99 corridor is essential to support jobs, the economy, goods movement, farm-to-market needs, reduce air quality and climate impacts, and most importantly – to protect the lives and livelihoods of the traveling public and the 4.4 million Californians that call the San Joaquin Valley home.

The Tulare County Association of Governments (TCAG) is submitting a grant application through the 2022 Trade Corridor Enhancement Program (TCEP) for its SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Program. The SR 99 Tulare City Project will close one of eight remaining gaps on SR 99 thereby eliminating a key bottleneck on the corridor, increasing safety, reducing congestion, increasing connectivity, improving travel-time reliability of time-sensitive goods, and preserving acceptable facility operation on SR 99.

Included in your package is a draft letter of support for the TCAG TCEP application. Staff is requesting authorization of Chair to execute the letter of support.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget



2001 Howard Road, Suite 201
Madera, California 93637

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

September 28, 2022

The Honorable Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project – 2022 Trade Corridor Enhancement Program Grant Application

Dear Chair Eager,

On behalf of the Madera County Transportation Commission (MCTC), I write in strong support of the Tulare County Association of Government's Trade Corridor Enhancement Program (TCEP) application for the SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project (SR 99 Tulare City Project). The SR 99 Tulare City Project meets all the TCEP's goals and desired outcomes, including multimodal mobility, economic prosperity, environmental stewardship, safety, state-of-good-repair, healthy communities, advancing the transition to zero-emission freight-related vehicles, connectivity and accessibility, and robust community mitigations.

The Need. The San Joaquin Valley is the heart of the state's agricultural economy – generating more than \$45 billion in agricultural products annually and providing 25-percent of the nation's food supply. The SR 99 corridor, on average, supports 1.3 million daily truck trips. Approximately 90-percent of freight through the San Joaquin Valley is moved by trucks, and those truck trips primarily occur on SR 99. However, eight segments in the San Joaquin Valley totaling 35 miles through Merced, Madera, and Tulare counties remain unfinished and need to be expanded from 4-lanes to 6-lanes. Where SR 99 changes from 4-lanes to 6-lanes and back to 4-lanes again, bottlenecks create congestion and serious safety issues. When people, goods, and services sit in congestion, it exacerbates dangerous and unhealthy air quality conditions and contributes to greenhouse gas (GHG) emissions.

In 2020, 25% of total annual daily traffic on SR 99 was truck traffic. The number of truck trips on the corridor is projected to double within 20-years. Traffic projections indicate current capacity will be exceeded within 10-years, resulting in greater delay and congestion such that queuing at existing ramp-end intersections will back up onto the freeway mainline.

Finishing SR 99 throughout the San Joaquin Valley is a critical part of the transportation solution. A six-lane SR 99 corridor is essential to support jobs, the economy, goods movement, farm-to-market needs, reduce air quality and climate impacts, and most importantly – to protect the lives and livelihoods of the traveling public and the 4.4 million Californians that call the San Joaquin Valley home.

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

The Benefits. The SR 99 Tulare City Project will close one of eight remaining gaps on SR 99 thereby eliminating a key bottleneck on the corridor, increasing safety, reducing congestion, increasing connectivity, improving travel-time reliability of time-sensitive goods, and preserving acceptable facility operation on SR 99. More details on the specific benefits include:

- **Multimodal Mobility.** The Paige Avenue Interchange in the City of Tulare provides unsafe and incomplete pedestrian facilities and no bicycle infrastructure. The SR 99 Tulare City Project would provide enhanced multimodal options for traveling between the east and west side of the city, linking a disadvantaged residential community with commercial and industrial job centers that are currently disconnected from multimodal access.
- **Economic Prosperity.** By closing a gap on this key freight corridor, the SR 99 Tulare City Project will grow the economic competitiveness of California's freight sector through increased system efficiency and productivity. The project supports job growth in the larger goods movement sector and specifically within the agricultural economy. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries, which is higher than goods movement-related employment in all other regions of California.
- **Environmental Stewardship.** The SR 99 Tulare City Project is one of the first projects to undergo SB 743 review and includes more robust multimodal mitigations to reduce community impacts beyond the direct benefits achieved by improving freight throughput and the inclusion of active transportation elements on the Paige Avenue Interchange. Moreover, TCAG is working with the California Department of Transportation and the California State Transportation Agency to develop a hydrogen planning and deployment strategy to accelerate the transition to zero-emission vehicles in the freight sector.
- **Safety and Resiliency.** Eight segments in the San Joaquin Valley totaling 35 miles through Merced, Madera, and Tulare counties remain unfinished and need to be expanded from 4-lanes to 6-lanes. Where SR 99 changes from 4-lanes to 6-lanes and back to 4-lanes again, bottlenecks create congestion and serious safety issues. The SR 99 Tulare City Project will reduce freight-related deaths as well as other passenger travel by eliminating a bottleneck along this congested corridor.
- **Asset Management.** The SR 99 Tulare City Project helps complete, improve, and modernize the existing state highway systems and uses cost-beneficial treatments as indicated in the State Highway System Management Plan. The project will lead to improvements in terms of state-of-good repair goals.
- **Connectivity and Accessibility.** By adding bicycle, pedestrian, and ADA access and facilities, the SR 99 Tulare City Project will increase transportation choices and improve system connectivity for truck trips traversing SR 99.

Finally, the project will be ready to proceed to construction quickly, includes the required matching funds, and enjoys support from a broad cross section of stakeholders, including statewide and regional business organizations, labor, healthcare, and regional and local governments.

For these reasons, we are pleased to lend our enthusiastic support for the SR 99 Tulare City Safety and Goods Movement Multimodal Interchange Improvement Project. We urge the California Transportation Commission to award TCEP funding for this project.

Sincerely,

Supervisor Tom Wheeler, Chair
Madera County Transportation Commission

cc: Mitch Weiss, Executive Director, California Transportation Commission
Tony Tavares, Director, California Department of Transportation
Toks Omishakin, Secretary, California State Transportation Agency



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 5-D

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2022 Valley Voice – Washington D.C. Recap

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C. was held from September 18-22, 2022. Supervisor Poythress and Director Taylor will provide a verbal report. Included in your package is a copy of the 2022 San Joaquin Valley Regional Policy Council Valley Voice, Washington D.C. Brochure, and Draft Itinerary.

The highlights this year were as follows:

- Regional Local Projects – Community Project Funding Requests and Pending Federal Grant Applications
- State Route 99 Corridor Priority Projects
- Buy America Waivers
- Water Infrastructure
- Air Quality
- Passenger Rail

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



20  22



SAN JOAQUIN VALLEY
REGIONAL POLICY COUNCIL

VALLEY VOICE

WASHINGTON D.C.

VALLEY VOICE 2022 DELEGATION

Supervisor Robert Poythress, Madera County District 3 (Chair)

robert.poythress@co.madera.ca.gov

Mayor Gary Yep, City of Kerman

gyep93630@gmail.com

Vice-Mayor Dan Wright, City of Stockton

dan.wright@stocktonca.gov

Supervisor Vito Chiesa, Stanislaus County District 2

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Supervisor Dennis Townsend, Tulare County District 5

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Supervisor Doug Verboon, Kings County District 3

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Supervisor Chuck Winn, San Joaquin County

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Supervisor Daron McDaniel, Merced County District 3

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Council Member John Cale, City of Atwater District 1

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Executive Director Ahron Hakimi, Kern Council of Governments

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Deputy Director Kristine Cai, Fresno Council of Governments

kcai@fresnocog.org

Executive Director Samir Sheikh, San Joaquin Valley Air Pollution Control District

samir.sheikh@valleyair.org

Senior Policy Advisor Tom Jordan, San Joaquin Valley Air Pollution Control District

tom.jordan@valleyair.org

REGIONAL / LOCAL PROJECTS

The Valley Voice delegation urges Congress and the Administration's support for the following surface transportation projects under consideration for grant assistance through the U.S. Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program, under consideration for Community Project Funding/Congressionally Directed Spending through the Fiscal Year (FY) 2023 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill, and others of critical importance in the Central Valley:

Pending Federal Grant Applications

- Madera High-Speed Rail Station, California Department of Transportation and San Joaquin Joint Powers Authority, \$87.6 million (Costa – CA-16)
- Madera 41 Expressway, Madera County, \$39 million (Costa – CA-16)

Community Project Funding / Congressionally Directed Spending Requests

- Rail Academy of Central California – Rail/Transit Workforce Development Program, San Joaquin Regional Rail Commission, \$1.5 million (McNerney – CA-09)
- State Route 99/120 Connector Project Phase 1B, San Joaquin Council of Governments, \$7 million (McNerney – CA-09 / Harder – CA-10)
- State Route 132 West Project Phase 2, Stanislaus Council of Governments, \$7 million (Harder – CA-10)
- YARTS Fleet Replacement Project, Merced County Association of Governments, \$3.86 million (Costa – CA-16)
- State Route 41 Expressway, Madera County, \$1.95 million (Rep. Costa – CA-16)
- FAT Runway 11L-29R Reconstruction Project, City of Fresno – Airports Division, \$4.4 million (Costa – CA-16)
- Kings County Regional Multi-Modal Transit Center, Kings County Area Public Transit Agency, \$5 million (Valadao – CA-21)
- Amtrak Hanford Station, San Joaquin Joint Powers Authority, \$2.1 million (Padilla)

Other Key Projects

- Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project, San Joaquin Regional Rail Commission, \$133.4 million (Harder – CA-10)
- North Lathrop Transfer Station and Lathrop Wye Project, San Joaquin Regional Rail Commission (McNerney – CA-09)
- Southwest U.S. Goods Movement Freeway Connector through Bakersfield on State Routes 58 & 99, Kern Council of Governments (McCarthy – CA-23)
- California Inland Port Project, Fresno Council of Governments, \$15.7 billion



STATE ROUTE 99 CORRIDOR PRIORITY PROJECTS

The Valley Voice delegation requests robust assistance from our federal partners to strengthen the State Route (SR) 99 corridor in the Central Valley. We ask for support for the following key segments and connections to SR 99 that have been identified as priorities for the Policy Council in the year ahead:

- Tulare County, Tulare City SR 99 Safety and Goods Movement and Paige Ave Interchange and Multi-modal Improvements, \$137 million (Conway - CA-22)
- Kern County, SR 99/58 Southwest U.S. Goods Movement Freeway Connector through Bakersfield, \$80 million (McCarthy - CA-23)
- Fresno County, South Fresno SR 99 Corridor Project Interchange, \$80 million (Costa - CA-16 / Valadao - CA-21)

PASSENGER RAIL

The Valley Voice delegation supports new federal investments that will enhance passenger rail service in the Central Valley. We encourage lawmakers and the Administration to support the following projects seeking federal grant assistance through the Multimodal Project Discretionary Grant Program, seeking Community Project Funding/Congressionally Directed Spending in the FY 2023 T-HUD spending bill, and others of critical importance in the Central Valley:

Pending Federal Grant Applications

- Madera High-Speed Rail Station, California Department of Transportation and San Joaquin Joint Powers Authority, \$87.6 million (Costa – CA-16)

Community Project Funding / Congressionally Directed Spending Requests

- Rail Academy of Central California – Rail/Transit Workforce Development Program, San Joaquin Regional Rail Commission, \$1.5 million (McNerney - CA-09)
- Amtrak Hanford Station, San Joaquin Joint Powers Authority, \$2.1 million (Sen. Padilla)

Other Key Projects

- Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project, San Joaquin Regional Rail Commission, \$133.4 million (Harder – CA-10)
- North Lathrop Transfer Station and Lathrop Wye Project, San Joaquin Regional Rail Commission (McNerney – CA-09)



BUY AMERICA

The San Joaquin Valley recommends that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are consistent in the implementation of agency waivers to the **Build America, Buy America Act**. We encourage FHWA and FTA to expedite the review and approval of Buy America waiver requests from the Central Valley and that those determinations be published for notice and comment in the Federal Register as soon as possible.

WATER INFRASTRUCTURE

Local governments within the Central Valley are considering various federal funding streams for projects to enhance the safety, reliable, and consistency of our regional water supply. We urge lawmakers to ensure that the following water infrastructure projects are ultimately funded in any final Fiscal Year (FY) 2023 Interior, Environment, and Related Agencies spending bill:

- Crows Landing Water Wells, Stanislaus County, \$3.5 million (Harder – CA10)
- SSJID Surface Water Connection Project, City of Ripon, \$3.5 million (Harder – CA-10)
- Buhach Road and Gurr Road Utility Expansion, City of Atwater, \$3 million (Costa – CA-16)
- McFarland Wastewater Treatment Plant Expansion Project, City of McFarland, \$5 million (Valadao – CA-21)
- Fowler New Well and System Interconnection for Drought Resiliency Project, City of Fowler, \$3 million (Valadao – CA-21)
- Allensworth Well Solar Array, Allensworth Community Services District, \$150,000 (Feinstein/Padilla)
- Grayson Well and Tank Replacement, City of Modesto, \$1.75 million (Feinstein/Padilla)
- Water Delivery System, City of Tulare, \$500,000 (Feinstein/Padilla)
- Drinking Water Kiosks, Tulare County, \$200,000 (Feinstein/Padilla)
- Woodville PUD Well No. 4 Replacement, Woodville Public Utility District, \$1.15 million (Feinstein/Padilla)
- Well 21 Construction, City of Dinuba, \$1.5 million (Padilla)

The Valley Voice delegation is concerned about the U.S. Department of the Interior (DOI) review of the 2019 Biological Opinions (BiOps) for water deliveries from the Central Valley Project (CVP) and State Water Project (SWP). It has caused significant uncertainty about the future water supply for local governments and our residents, businesses, and farmers.

AIR QUALITY

The Valley Voice delegation is deeply concerned about the project-level air quality conformity process. A more collaborative process is needed to determine when projects are of air quality concern, and technical improvements for measuring air quality emissions are vital.

Project co-benefits, such as economic development and safety improvements, should be considered throughout this process. If needed, reasonable, meaningful mitigation measures should be identified when assessing local project area impacts. These actions will help ensure that both air quality and economic benefits are achieved when implementing transportation projects in the San Joaquin Valley.



San Joaquin Valley Regional Policy Council

The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges and opportunities. The 18 member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Directors of the San Joaquin Valley Air Pollution Control District and San Joaquin Joint Powers Authority.

Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policy makers and agency staff in Sacramento and Washington, DC. Each year, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the valley with a unified voice.

The San Joaquin Valley Regional Policy Council is led by Chair Robert Poythress, Supervisor of District 3, Madera County.

CONTACT

San Joaquin Valley Regional Planning Agencies Policy Council

C/O San Joaquin Council of Governments
555 E. Weber Ave., Suite 400
Stockton, CA 95202
Phone (559) 266-6222

www.sjvcogs.org



SAN JOAQUIN VALLEY COMMUNITY PROJECT FUNDING REQUESTS & PENDING FEDERAL GRANT APPLICATIONS

Community Project Funding Requests

1. San Joaquin County, SR 99/120 Connector
2. Stanislaus County, State Route 132 West
3. Merced County, YARTS
4. Madera County, SR 41 Expressway
5. San Joaquin Regional Rail Commission/SJJPA
Rail Academy
Hanford Amtrak
6. City of Fresno, Airport Improvements
7. Kings County, Regional Multimodal Transit Center

San Joaquin

Fresno

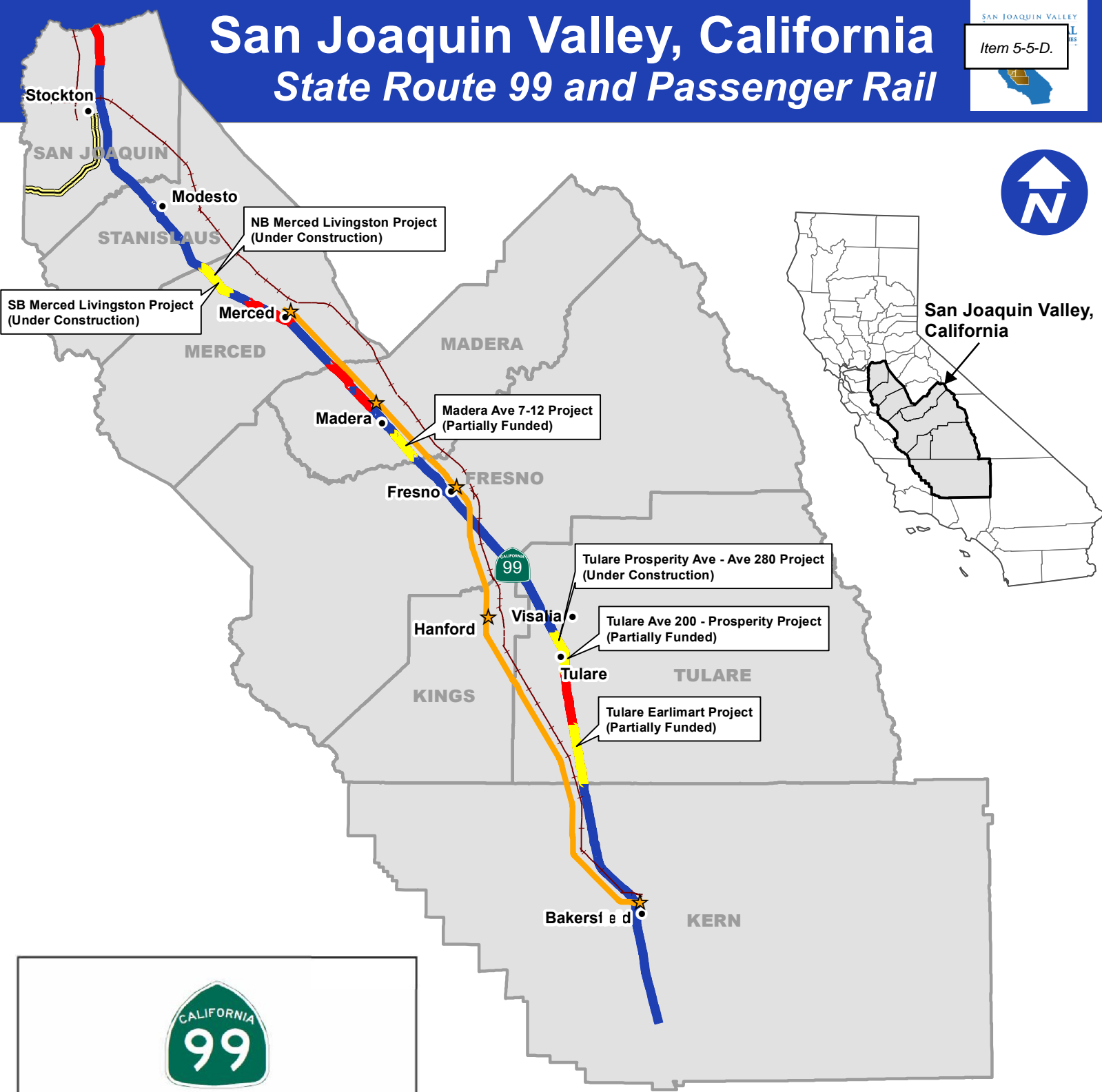

Kern

Pending Federal Grant Applications

1. SJJPA Madera HSR Station
2. Madera County, SR 41 Expressway

San Joaquin Valley, California

State Route 99 and Passenger Rail

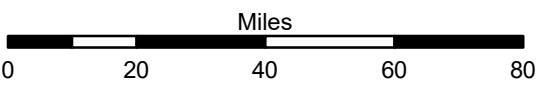



274 Total Miles
(San Joaquin County Line to South of Bakersfield I-5 Merge)

**82.3 Miles Partially Funded,
Under Construction or Incomplete**

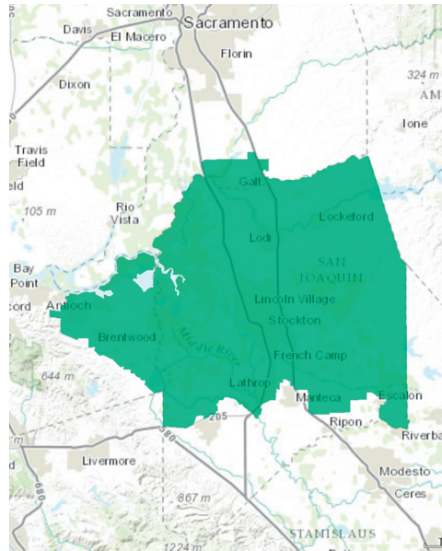
**14 – Number of
Dangerous Bottlenecks**

- SR 99 Incomplete (4 Lanes) - 43.5 mi
- SR99 Partially Funded/Under Construction - 38.8 mi
- SR99 Complete (6 lanes or more) - 191.7 mi
- High Speed Rail (HSR) - 171 mi (Merced to Bakersfield)
- HSR Station
- Altamont Corridor Express (ACE)
- San Joaquin Amtrak

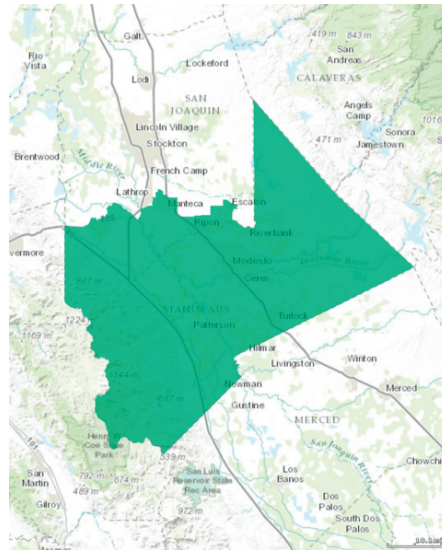




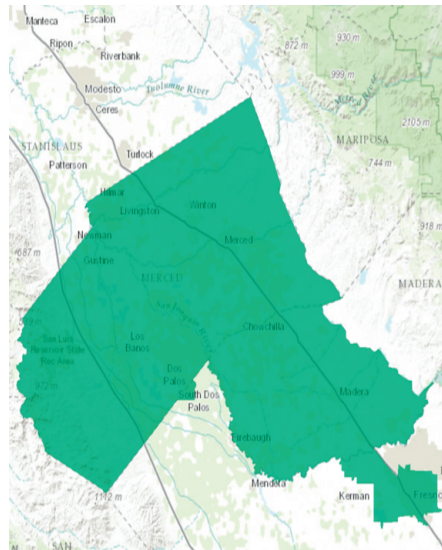
Jerry McNerney
District 9



Josh Harder
District 10

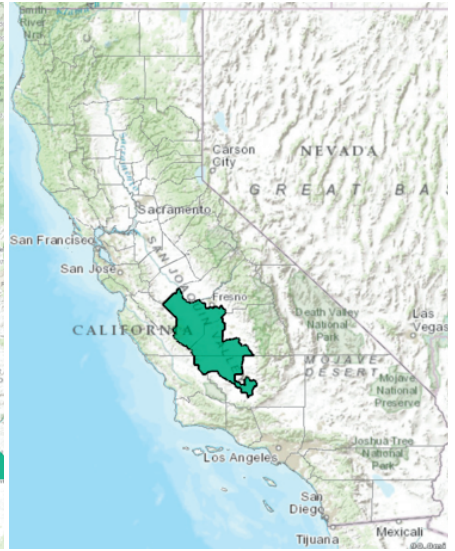
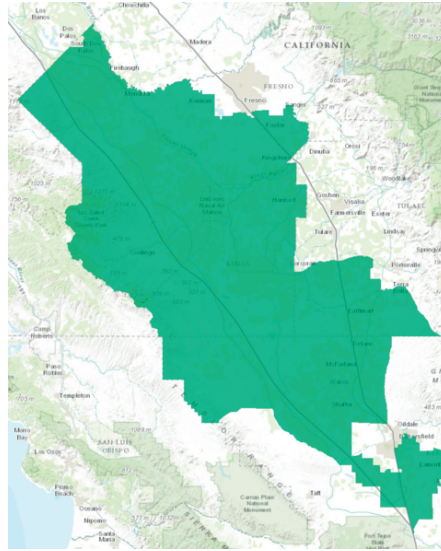


Jim Costa
District 16

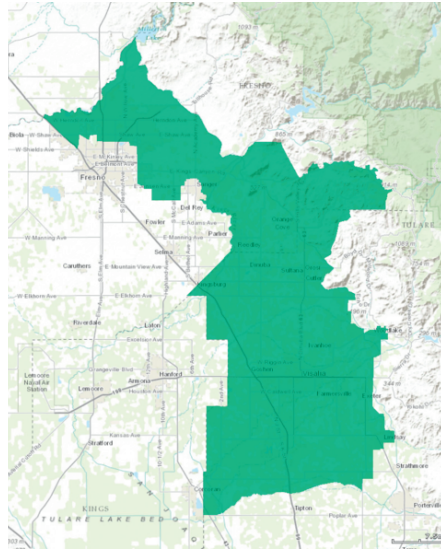




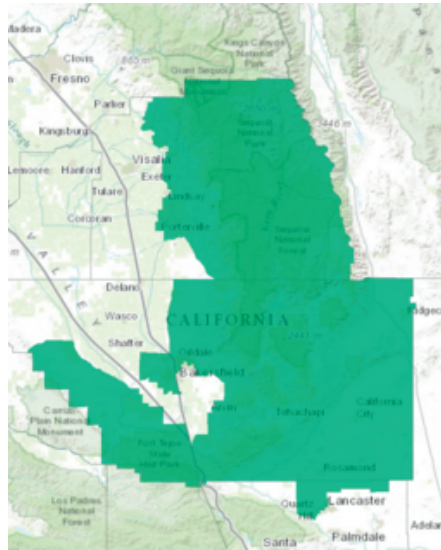
David Valadao
District 21



Connie Conway
District 22



Kevin McCarthy
District 23



EPA disapproval or inaction can result in devastating consequences to public health and the economy:

- › Clean Air Act penalties and sanctions, including loss of transportation funds (billions of dollars and thousands of jobs), loss of local control through Federal Implementation Plans, and permitting barriers on new and modified sources
- › Regulatory uncertainty leading to inefficiencies, confusion for agencies and stakeholders, and missed emission reduction opportunities
- › Inequity in addressing air quality/public health challenge given significance of federal mobile sources and threat of sanctions imposed solely on regions

TOPIC	ISSUE	RECOMMENDED FEDERAL ACTION
<p>2012 PM2.5 Standard</p>	<ul style="list-style-type: none"> › District/CARB have adopted numerous State Implementation Plans for 2012 Standard › District/CARB have adopted stringent measures on industrial/mobile sources › EPA has proposed full approval of Plan in December 2021 (except for contingencies) › EPA currently in litigation regarding lack of timely action on SIP 	<ul style="list-style-type: none"> › EPA: Finalize the proposed approval of the 2018 PM2.5 Plan for the 2012 PM2.5 Standard
<p>1997 PM2.5 Standard</p>	<ul style="list-style-type: none"> › District/CARB have adopted numerous State Implementation Plans for 1997 Standard › District/CARB have adopted stringent measures on industrial/mobile sources › San Joaquin Valley now meets the 24-hour standard, and likely meets annual standard (one air monitor location with siting issues at Bakersfield airport/helicopter landing site) 	<ul style="list-style-type: none"> › EPA: Approve the 2018 PM2.5 Plan and 2021 SIP Revision for the 1997 PM2.5 Standard and evaluate attainment finding for annual standard
<p>Clean Air Act Contingency Requirements</p>	<ul style="list-style-type: none"> › Due to recent court rulings, regions across the nation are required to meet new, more stringent, and potentially unachievable contingency requirements under Clean Air Act › EPA has recently disapproved the District/CARB contingency submittals for ozone and PM2.5, triggering requirements for new contingency submittals › Contingency measures extremely challenging especially in nonattainment regions with mature air quality programs implementing all feasible measures (negative public health consequences of holding back measures, infeasibility of “automatic” triggers, and scarcity of measures meeting new definitions) 	<ul style="list-style-type: none"> › EPA: Provide overdue guidance and take timely action on contingency SIP revisions – must establish framework for meeting contingency requirements without delaying public health benefits › EPA: Consider and provide additional contingency reductions from federal mobile sources
<p>Need for Federal Mobile Source Emission Reductions</p>	<ul style="list-style-type: none"> › Mobile sources now make up majority of criteria, air toxics, and GHG emissions in San Joaquin Valley and throughout nation › California/local emission reduction efforts continue to be critical, but cannot attain federal standards without significant mobile source reductions under federal jurisdiction (interstate heavy-duty trucks, locomotives, etc.) 	<ul style="list-style-type: none"> › Significant federal investment and actions needed in areas with most difficult air quality challenges to deploy clean, transformative fleet vehicle, equipment, and infrastructure technologies in freight, public fleet, passenger vehicle, agriculture, and other sectors

**SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
VALLEY VOICE 2022**

LEGISLATIVE CONTEXT

About California's San Joaquin Valley

California's San Joaquin Valley lies between the Sierra Nevada Mountain range to the east, the Tehachapi mountains to the south, the coastal ranges to the west and the Sacramento Valley to the north. The region is comprised of eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and 62 cities. Most of the Valley is rural and economically driven by agriculture and goods movement, with 25 percent of the nation's food supply coming from the region. However, a significant proportion of its residents reside in urban areas, most of which are along the major transportation corridors. The Valley is also home to 23 of the 30 most disadvantaged communities in California. The Valley is currently home to more than four million people, which is about 10 percent of the state's population. However, by 2060, it is estimated that the region will be home to 5.7 million people, a 44 percent increase in population compared to 21 percent for California during the same time period. These growth projections promise to challenge an already stressed regional transportation network, but also provide tremendous opportunity for state and federal investments.

About the San Joaquin Valley Regional Policy Council

The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges, and opportunities. The Policy Council was established to build consensus and provide a forum for the Valley to organize, coordinate, and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, as well as the Executive Director of the San Joaquin Valley Air Pollution Control District and the San Joaquin Joint Powers Authority (SJJPA).

Valley Voice is the Policy Council's advocacy program that communicates regional priorities to policymakers and agency staff in Sacramento and Washington, DC. Each year for over a decade, a coalition of elected officials and COG staff travel to Sacramento and Washington, DC to advocate on behalf of the Valley with a unified voice. We appreciate the opportunity to engage with federal and state partners.

Introduction / Background

President Joseph R. Biden advanced an ambitious domestic policy agenda during the 117th Congress that resulted in the enactment of the *Bipartisan Infrastructure Law* (Public Law 117-58) and the *Inflation Reduction Act* (P.L. 117-169). As the Biden-Harris Administration prepares for implementation of those new laws and newly authorized programs, this document outlines priority projects and policy requests from the San Joaquin Valley. The document also highlights Community Project Funding (CPF) and Congressionally Directed Spending (CDS) proposals of regional significance under consideration by lawmakers during the Fiscal Year (FY) 2023 budget and appropriations process.

Inflation Reduction Act of 2022

President Biden recently signed the *Inflation Reduction Act of 2022* into law. The climate, healthcare, and tax package will generate \$737 billion in new revenue and provide \$437 billion worth of new investments and incentives. Those figures include \$369 billion to address climate change and enhance energy security and \$4 billion to address drought in the western United States, including California. The Finance Committee title includes provisions to make many tax credits authorized by the law refundable for local governments and certain other public or nonprofit entities. Noteworthy provisions include: new discretionary or competitive programs like the Federal Highway Administration (FHWA) Neighborhood Access and Equity Grant Program; FHWA funding to facilitate environmental reviews and encourage the use of low-carbon transportation materials; Environmental Protection Agency (EPA) programs to address air pollution and

reduce greenhouse gas emissions; and loans and grants administered by the U.S. Department of Energy (DOE) to support electric transmission. The package will reduce the deficit by \$300 billion.

Bipartisan Infrastructure Law

President Biden signed the *Bipartisan Infrastructure Law* (P.L. 117-58), also known as the *Infrastructure Investment and Jobs Act*, into law back on November 15, 2022, authorizing \$1.2 trillion over Fiscal Years (FY) 2022 through FY 2026 for transportation, climate and resiliency, energy, broadband, and water infrastructure programs. As of July 2022, federal agencies have announced \$9.2 billion in funding from the law for the State of California. This includes \$8 billion for roads, bridges, public transit, ports, and airports; over \$609 million for clean water infrastructure; and \$34 million for grid resiliency. Agencies have also identified at least 250 specific projects for funding, such as the BF Sisk Dam Safety project in the Central Valley. The Administration is approaching the one-year mark following enactment this November.

We thank the Biden-Harris Administration and lawmakers on Capitol Hill for their leadership in passing the BIL. We look forward to working with federal partners to leverage these resources to make meaningful investments in our community. In follow-up to our 2021 Valley Voice efforts, we were heartened by robust investments in the law for goods movement, electric vehicles, and emissions reduction efforts. We are working with our partners in the State of California as they administer the following formula programs at the local level for Fiscal Year (FY) 2022:

- \$106.7 million for the Carbon Reduction Program (CRP) and sub-allocations from the program to local governments;
- \$121.3 million for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program to enhance transportation resiliency;
- \$56.8 million for the National Electric Vehicle Infrastructure (NEVI) Formula Program;
- \$574.8 billion for the Bridge Formula Program (BFP) and set-asides for off-system bridges; and
- \$4.6 billion for existing Federal-Aid Highway Programs (FAHP), such as the Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

Our member agencies, such as the Tulare County Association of Governments, also plan to seek funding through the Clean Water State Revolving Fund (CWSRF) or Drinking Water State Revolving Fund (DWSRF) that were enhanced with new funding from the BIL. Local governments within our region such as the City of Lindsay are also considering various federal funding streams for water source, surface water, groundwater, and well projects. We continue to work with our partners in the State of California to implement the following new water infrastructure investments in FY 2022:

- \$158.7 million for the DWSRF General Fund;
- \$250.1 million for the DWSRF Lead Service Line (LSL) Replacement set-aside;
- \$66.6 million for the DWSRF Emerging Contaminants set-aside;
- \$127.2 million for the CWSRF General Fund; and
- \$6.7 million for the CWSRF Emerging Contaminants set-aside.

CHIPS and Science Act of 2022

President Biden signed the *Chips and Science Act of 2022* (P.L. 117-167) into law in August 2022. The \$280 billion innovation and competitiveness package will provide \$170 billion for manufacturing, workforce development, economic development, and other research and development programs. The law authorizes a variety of resources accessible to local and regional governmental entities to support those initiatives.

Water Resources Development Act of 2022

Lawmakers in the House of Representatives and the Senate are still negotiating the final contours of the *Water Resources Development Act of 2022* (WRDA 2022). The House passed its WRDA 2022 legislation

in June. It would update national water infrastructure policy and authorize the U.S. Army Corps of Engineers (USACE) to conduct 72 new feasibility studies, expedite the completion of 15 feasibility studies, and construct 16 new water infrastructure projects. In late July, the Senate passed its WRDA 2022 legislation (H.R. 7776) as a Substitute Amendment to the House bill. The bill now heads back to the lower chamber for a final vote to accept the Senate's changes or begin conference discussions to reconcile differences before it can be sent to President Biden for signature.

Fiscal Year 2023 Budget and Appropriations

Appropriators in the House and Senate continue their efforts to negotiate a Fiscal Year (FY) 2023 budget agreement before September 30, 2022. Lawmakers are still negotiating topline spending levels for all twelve annual spending bills. Those measures include Community Project Funding (CPF) and Congressionally Directed Spending (CDS) requests under consideration, including surface transportation projects in the Transportation, and Housing and Urban Development spending bill and water infrastructure projects in the Interior, Environment, and Related Agencies spending bill. Additionally, given the fact that workforce development and job training investments were largely overlooked in the *Bipartisan Infrastructure Law* and the *Inflation Reduction Act*, we encourage lawmakers to increase levels of funding through the FY 2023 budget and appropriations process to address the multitude of needs for our regional workforce.

Implementation of the Inflation Reduction Act

We appreciate robust investments to promote resiliency as included in the *Inflation Reduction Act of 2022*. The law recognizes the need to reduce greenhouse gas (GHG) emissions stemming from transportation infrastructure and other sources to improve air quality in the Central Valley. We look forward to working with the Administration as agencies implement new programs to mitigate pollution, address drought, increase the use of sustainable fuels and materials, strengthen the grid, and expedite project permitting.

State Route 99

Due to its location in the center of the State with 31,000 road miles, more than the San Francisco Bay Area and Sacramento region combined, the San Joaquin Valley is a major generator of economic activity and transportation corridor between California cities to and from western seaports and in-land ports. Goods movement has become an increasingly important transportation, economic, and environment issue for the eight counties in the San Joaquin Valley. Our dominant industries include agriculture, food production, and energy and construction, among many others. The critical role that the San Joaquin Valley plays in California and the nation's food supply will continue to require an effective goods movement system to distribute and export products quickly and efficiency.

State Route (SR) 99, also known as the backbone of California—is a major goods movement state highway connecting southern California to northern California through the major cities of the San Joaquin Valley. SR 99 is on the National Primary Freight Network and has higher than average truck volumes. Lack of capacity for SR 99 results in congestion, fatal accidents, and poor air quality. The Valley Voice delegation encourages Congress and the Administration to support robust federal investments for this critical corridor. We ask for support for the following key segments and connections to SR 99 that have been identified as priorities for the Policy Council in the year ahead:

- 1) Tulare County, Tulare City SR 99 Safety and Goods Movement and Paige Ave Interchange and Multi-modal Improvements, \$137 million (Conway – CA-22)
- 2) Kern County, SR 99/58 Southwest U.S. Goods Movement Freeway Connector through Bakersfield, \$80 million (McCarthy – CA-23)
- 3) Fresno County, South Fresno SR 99 Corridor Project Interchange, \$80 million (Costa – CA-16 / Valadao – CA-21)

Rail

California is making significant investments in intercity passenger, commuter, and freight rail, and the Valley Voice delegation supports new federal investments for rail as included in the *Bipartisan Infrastructure Law* (P.L. 1117-58). Modernizing the state's passenger rail system will reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast, and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; connect regional economies; and sustain an innovative regional economy that will help drive America's competitiveness. The Valley Voice delegation encourages Congress and the Administration to support federal investments in projects that will enhance intercity passenger rail in the Central Valley, maintain short line rail corridors, and improve last-mile connectivity. We also support investments in new inland ports to keep pace with goods movement demands. These include the following pending federal grant application, Community Project Funding (CPF)/Congressionally Directed Spending (CDS) requests, and other key projects from the Central Valley:

Pending Federal Grants

- 1) The California Department of Transportation and San Joaquin Joint Powers Authority's application for \$87.6 million in Multimodal Project Discretionary Grant (MPDG) funding for the \$146 million Madera High-Speed Rail Station project. This project will improve and expand the size of the previously-relocated Madera passenger rail station and provide a high-speed rail (HSR) station for California HSR Interim Service to serve Madera County and Northern Fresno County (Costa – CA-16).

Community Project Funding/Congressionally Directed Spending Requests

- 1) San Joaquin Regional Rail Commission seeking \$1.5 million for the Rail Academy of Central California – Rail/Transit Workforce Development Program (McNerney – CA-09); and
- 2) San Joaquin Joint Powers Authority seeking \$2.1 million for the Amtrak Hanford Station project (Padilla).

Other Key Projects

- 1) The \$133.4 million Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project sponsored by the San Joaquin Regional Rail Commission. This project will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 1117.4 in Ceres and MP 128.2 in Turlock, including culvert, under crossing, and at-grade crossing improvements (Harder – CA-10).
- 2) The North Lathrop Transfer Station and Lathrop Wye Project sponsored by the San Joaquin Regional Rail Commission. This project will enable Altamont Corridor Express (ACE) passengers on trains traveling between Ceres/Merced and Sacramento to be able to transfer at the North Lathrop Station to ACE trains heading to Silicon Valley (McNerney – CA-09).

Budget and Appropriations

Community Project Funding Requests

The Valley Voice delegation welcomes the restoration of Community Project Funding (CPF) and Congressionally Directed Spending (CDS) through the annual budget and appropriations process.

FY 2022 Accomplishments – Thank You!

The Policy Council is grateful to Members of our Congressional delegation who successfully secured funding for the following local projects of regional significance for the Valley with enactment of the *Consolidated Appropriations Act, 2022* (P.L. 117-103):

- 1) \$2 million for the Merced County Courthouse Museum Facility Repairs project requested by Merced County through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill (Costa – CA-16);

- 2) \$3.5 million for the Sewer Trunk Main Rehabilitation Project requested the City of Madera through the Interior, Environment, and Related Agencies appropriations bill (Costa – CA-16);
- 3) \$279,664 for the Water Plant Clarifier Replacement project requested by the City of Dos Palos through the Interior, Environment, and Related Agencies appropriations bill (Costa – CA-16);
- 4) \$950,000 for the Water Loop Line Completion project requested by the City of Gustine through the Interior, Environment, and Related Agencies appropriations bill (Costa – CA-16 / Feinstein / Padilla);
- 5) \$1.5 million for the North Lathrop Multi-Modal Transfer Station project requested by the San Joaquin Regional Rail Commission through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill (McNerney – CA-09);
- 6) \$1.5 million for the ACE Locomotive Zero Emission Engine Conversion Project requested by the San Joaquin Regional Rail Commission through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill (McNerney – CA-09 / Padilla); and
- 7) \$4.485 million for the Manteca Station Rider Safety Improvement and Station Modernization project requested by the San Joaquin Regional Rail Commission (Harder – CA-10).

FY 2023 Pending Requests

We appreciate that lawmakers have agreed to consider CPF and CDS requests submitted by Members of Congress in the FY 2023 appropriations cycle. We urge Members of the Congressional delegation to work to ensure that the following surface transportation projects are ultimately funded in any final agreement on the FY 2023 Transportation, and Housing and Urban Development, and Related Agencies spending bill:

- 1) San Joaquin Regional Rail Commission seeking \$1.5 million for the Rail Academy of Central California – Rail/Transit Workforce Development Program (McNerney – CA-09);
- 2) San Joaquin Council of Governments seeking \$7 million for the State Route 99/120 Connector Project Phase 1B (McNerney – CA-09 / Harder – CA-10);
- 3) Stanislaus Council of Government seeking \$7 million for the State Route 132 West Project Phase 2 project (Harder – CA-10);
- 4) Merced County Association of Governments seeking \$3.86 million for the Yosemite Area Regional Transportation System (YARTS) Fleet Replacement Project (Costa – CA-16);
- 5) Madera County seeking \$1.95 million for the State Route 41 Expressway project (Costa – CA-16); and
- 6) City of Fresno – Airports Division seeking \$4.4 million for the FAT Runway 11L-29R Reconstruction Project (Costa – CA-16);
- 7) Kings County Area Public Transit Agency seeking \$5 million for the Kings County Regional Multi-Modal Transit Center project (Valadao – CA-21); and
- 8) San Joaquin Joint Powers Authority seeking \$2.1 million for the Amtrak Hanford Station project (Padilla).

We urge lawmakers to ensure that the following water infrastructure projects from the Valley are ultimately funded in any final agreement on the FY 2023 Interior, Environment, and Related Agencies spending bill:

- 1) Stanislaus County seeking \$3.5 million for the Crows Landing Water Wells project (Harder – CA10);
- 2) City of Ripon seeking \$3.5 million for the SSJID Surface Water Connection Project (Harder – CA-10);
- 3) City of Atwater seeking \$3 million for the Buhach Road and Gurr Road Utility Expansion project (Costa – CA-16);
- 4) City of McFarland seeking \$5 million for the McFarland Wastewater Treatment Plant Expansion Project (Valadao – CA-21);
- 5) City of Fowler seeking \$3 million for the Fowler New Well and System Interconnection for Drought Resiliency Project (Valadao – CA-21);
- 6) Allensworth Community Services District seeking \$150,000 for the Allensworth Well Solar Array project (Feinstein/Padilla)
- 7) City of Modesto seeking \$1.75 million for the Grayson Well and Tank Replacement project (Feinstein/Padilla);

- 8) City of Tulare seeking \$500,000 for the Water Delivery System project (Feinstein/Padilla);
- 9) Tulare County seeking \$200,000 for the Drinking Water Kiosks project (Feinstein/Padilla);
- 10) Woodville Public Utility District seeking \$1.15 million for the Woodville PUD Well No. 4 Replacement project (Feinstein/Padilla); and
- 11) City of Dinuba seeking \$1.5 million for the Well 21 Construction project (Padilla).

Pending Federal Grant Applications

The Valley Voice delegation encourages Congress and the Administration's support for the following projects seeking federal grant assistance through the Multimodal Project Discretionary Grant (MPDG) Program administered by the U.S. Department of Transportation (DOT):

- 1) The California Department of Transportation and San Joaquin Joint Powers Authority's application for \$87.6 million in funding for the \$146 million Madera High-Speed Rail Station project. This project will improve and expand the size of the previously-relocated Madera passenger rail station and provide a high-speed rail (HSR) station for California HSR Interim Service to serve Madera County and Northern Fresno County (Costa – CA-16).
- 2) Madera County's application for \$39 million in funding for the Madera 41 Expressway project. This project proposes to improve 6.1 miles of State Route 41 to a four-lane expressway from 0.8 mile south of the Avenue 11 undercrossing to 1.4 miles north of Avenue 15 (post miles R1.5 to 7.6) in Madera County (Costa – CA-16).

Other Key Projects

The Valley Voice delegation urges support from the Administration and Congress for the following key projects in the Central Valley:

- 1) The \$133.4 million Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project sponsored by the San Joaquin Regional Rail Commission. This project will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 1117.4 in Ceres and MP 128.2 in Turlock, including culvert, under crossing, and at-grade crossing improvements (Harder – CA-10).
- 2) The North Lathrop Transfer Station and Lathrop Wye Project sponsored by the San Joaquin Regional Rail Commission. This project will enable Altamont Corridor Express (ACE) passengers on trains traveling between Ceres/Merced and Sacramento to be able to transfer at the North Lathrop Station to ACE trains heading to Silicon Valley (McNerney – CA-09).
- 3) The Southwest U.S. Goods Movement Freeway Connector through Bakersfield on State Routes 58 & 99 project sponsored by the Kern Council of Governments. This project would construct a connector from eastbound State Route 58 to northbound State Route 99, adding a ramp movement where none currently exists and building two bridges (McCarthy – CA-23).
- 4) The \$15.7 billion California Inland Port Project sponsored by the Fresno Council of Governments. Upon completion, the California Inland Port will be a multimodal network of integrated clean and highly efficient truck, rail, and cargo facilities that will underpin a next-generation ecosystem of goods movement and radically boost the economic competitiveness of California's economy (Rep. McClintock – CA-04 / Rep. McNerney – CA-09 / Rep. Harder – CA-10 / Rep. Costa – CA-16 / Rep. Valadao – CA-21 / Rep. Conway – CA-22 / Rep. McCarthy – CA-23)

Buy America Waivers

The Buy America provisions of the *Bipartisan Infrastructure Law* (P.L. 117-58) state that the head of each federal agency must ensure that “none of the funds made available for a Federal financial assistance program for infrastructure...may be obligated for a project unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States.” While the San Joaquin Valley supports the tenets of the *Build America, Buy America Act*, a common-sense application of the provisions in regulation is needed to ensure project delivery is not delayed.

For example, necessary components of electric vehicles such as refuse trucks are often not manufactured domestically due to the production costs or resource availability. As a result, recipients such as the Tulare County Association of Governments are unable to deliver electrification projects on time under programs such as the Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) program without a Buy America waiver to receive funds for the purchase of certain vehicles or materials. The Madera County Transportation Commission has also not been able to authorize new vehicle projects under the CMAQ program without additional Buy America Vehicle Waivers from FHWA. Additionally, the Fresno Council of Governments has been unable to complete eight compressed natural gas (CNG) school bus and street sweeper projects under the CMAQ program totaling \$3.3 million, with some projects pending since 2015.

Therefore, the San Joaquin Valley recommends that (1) FHWA and the Federal Transit Administration (FTA) are consistent in the implementation of agency waivers to the *Build America, Buy America Act* as outlined in recent guidance issued by the White House Office of Management and Budget (OMB) to ensure transportation projects are progressing without significant delays; and (2) these agencies develop clear guidelines on exceptions to create a consistent nationwide application of rules at the federal level. We support the temporary waiver of Buy America requirements for construction materials issued by FHWA to reduce the burden, delays, and resources expended over small percentages of materials.

We encourage FHWA and FTA to expedite the review and approval of Buy America waiver requests from the San Joaquin Valley as quickly as possible. If Buy America waivers are not reviewed or approved in a timely manner, grant recipients may be forced to forfeit their awards and be unable to leverage federal funding toward their projects. We request that FHWA and FTA review the following Buy America waiver requests that have been submitted from the San Joaquin Valley, and that the determinations be published in the *Federal Register* as soon as possible.

Water Infrastructure

The San Joaquin Valley's growing population and expanding economy demands a safe, reliable, and consistent drinking water supply. The Valley's growth rate is projected to be 65 percent higher than the state average. Many residents of the Central Valley continue to lack access to safe, affordable, and drought-resilient drinking water, and a growing number are drawing water from contaminated or depleted aquifers. Our nation's food supply and security also stem in large part from agriculture in the Central Valley and will be impacted significantly as a result of a result of minimal and inconsistent availability of water. It is critical that we work together with our federal partners to ensure adequate water supplies to support regional economic growth, retain a world-class agricultural economy, and maintain a reliable and high-quality water supply for our residents.

The Tulare County Association of Governments intends to seek funding from the U.S. Environmental Protection Agency (EPA) for the Tooleville Emergency Consolidation with the City of Exeter project through the Drinking Water State Revolving Fund (DWSRF). The project proposes a new well, tank, and appurtenances in Exeter with a connecting pipeline to Tooleville. We are working with our partners in the State of California to access new resources from the *Bipartisan Infrastructure Law* (P.L. 117-58) to support this project. Additionally, local governments within our region such as the City of Lindsay are considering various federal funding streams for water source, surface water, groundwater, and well projects. We also request additional federal investments in water storage to increase acre feet available to the Valley community throughout the year.

Next, we urge lawmakers to ensure that the following water infrastructure projects from the Central Valley are ultimately funded in any final agreement on the FY 2023 Interior, Environment, and Related Agencies spending bill:

- 1) Stanislaus County seeking \$3.5 million for the Crows Landing Water Wells project (Harder – CA-10);
- 2) City of Ripon seeking \$3.5 million for the SSJID Surface Water Connection Project (Harder – CA-10);

- 3) City of Atwater seeking \$3 million for the Buhach Road and Gurr Road Utility Expansion project (Costa – CA-16);
- 4) City of McFarland seeking \$5 million for the McFarland Wastewater Treatment Plant Expansion Project (Valadao – CA-21);
- 5) City of Fowler seeking \$3 million for the Fowler New Well and System Interconnection for Drought Resiliency Project (Valadao – CA-21);
- 6) Allensworth Community Services District seeking \$150,000 for the Allensworth Well Solar Array project (Feinstein/Padilla)
- 7) City of Modesto seeking \$1.75 million for the Grayson Well and Tank Replacement project (Feinstein/Padilla);
- 8) City of Tulare seeking \$500,000 for the Water Delivery System project (Feinstein/Padilla);
- 9) Tulare County seeking \$200,000 for the Drinking Water Kiosks project (Feinstein/Padilla);
- 10) Woodville Public Utility District seeking \$1.15 million for the Woodville PUD Well No. 4 Replacement project (Feinstein/Padilla); and
- 11) City of Dinuba seeking \$1.5 million for the Well 21 Construction project (Padilla).

Finally, the Valley Voice delegation is concerned about the ongoing process at the U.S. Department of the Interior (DOI) to reinitiate consultation on the 2019 Biological Opinions (BiOps) for water deliveries from the Central Valley Project (CVP) and State Water Project (SWP). The review of the 2020 Record of Decision (ROD), which was based on the latest science and developed in close coordination with the U.S. Fish and Wildlife Service (FWS), the National Marine Fisheries Service (NOAA Fisheries), and the California Department of Water Resources (DWR), has caused significant uncertainty for Valley farmers about the future of the regional water supply. A reversal of the 2019 BiOps would be detrimental to local communities in the Central Valley.

Air Quality

The Valley Voice delegation urges the U.S. Environmental Protection Agency (EPA) to take timely action on State Implementation Plans (SIPs) adopted by the Central Valley and provide guidance on contingency SIP revisions under the *Clean Air Act (CAA)* in order to protect public health and avoid disruption to local projects and the economy. Disapproval or inaction can result in the loss of transportation funds, the loss of local control, and permitting barriers on new and modified sources. Specifically, we urge EPA to finalize the proposed approval of the 2018 PM_{2.5} Plan for the 2012 PM_{2.5} Standard, approve the 2018 PM_{2.5} Plan and 2021 SIP Revision for the 1997 PM_{2.5} Standard, and evaluate attainment funding for the annual standard. We also ask EPA to provide overdue guidance on contingency SIP revisions that establishes a framework for meeting contingency requirements without delaying public health benefits.

Next, we urge EPA to consider additional contingency reductions from federal mobile sources and provide significant federal investment for the deployment of clean vehicle, equipment, and infrastructure technologies in areas with the most difficult air quality challenges. Mobile sources now make up the majority of greenhouse gas (GHG) emissions in the San Joaquin Valley. However, local emission reduction efforts cannot achieve federal standards without significant mobile source reductions under federal jurisdiction.

Finally, in October 2021, EPA published final guidance on how state and local agencies should conduct hot-spot analyses to model the air quality impacts of certain highway and transit projects in PM_{2.5} and PM₁₀ nonattainment and maintenance areas. The Valley Voice delegation is deeply concerned that new standards under the guidance will impede the delivery of critical infrastructure projects in the Central Valley. We respectfully request that EPA revisit the guidelines in partnership with local and regional agencies to: develop a clearer and more deliberative process for determining when a project is of local air quality concern; address the need to balance all project benefits, including both environmental and economic; take into consideration both regional/SIP conformity and project level conformity; and address technical issues with the PM hot-spot analysis.



Project Level Conformity and Quantitative Hot-Spot Analyses

Concern

Local transportation projects are being identified as “Projects of Air Quality Concern” (POAQC) despite not nearing annual average daily traffic (AADT) and percentage diesel fleet mix cited in EPA guidance. The process and factors used to determine that projects are of local air quality concern is unclear.

Furthermore, once a project is identified a POAQC, the quantitative PM hot-spot analysis results in a project-level conformity determination that does not consider other project benefits, such as local safety improvements or increased access to economic opportunities.

The Valley Voice delegation is deeply concerned about impeding the delivery of critical infrastructure projects in the San Joaquin Valley. Our region has been successful with qualitative analyses that have, on previous projects, provided us the opportunity to mitigate project-level impacts from vital projects with co-equal economic and environmental benefits – allowing us to achieve regional air quality improvement and economic progress in one of the nation’s most economically depressed regions.

Request

We respectfully request revisiting the guidelines in partnership with local and regional agencies to:

- Develop a clearer and more deliberative process for determining when a project is of local air quality concern. For example, identify the proposed POAQC determination with clear determinant factors to the Interagency Consultation group, and include an opportunity for a formal review and discussion prior to any POAQC determination being made.
- Address the need to balance all project benefits including environmental and economic progress.
- Take into consideration both regional/State Implementation Plan (SIP) conformity and project level conformity. Projects included in a conforming transportation plan have already met the regional requirement that no project contained in the Regional Transportation Plan (RTP) will worsen air quality in the subregion under analysis.
- Address technical issues within the PM hot-spot analysis including:
 - Develop alternative methods of measuring background pollutant levels when coverage of ambient monitoring stations is sparse and not representative of the project site. For example, in Merced County there are 2 monitors within a 5-8 mile distance from a project area being analyzed, and these are not representative of the rural land use conditions of the project site.
 - Apply the emissions reductions that will result from the stringent control measures adopted in the SIP to the projected future background concentrations.
 - Address how emissions from exceptional events flagged in the SJVAPCD’s Monitoring Plan can be removed from the analysis (e.g. forest fires).

Contact

Stacie Guzman, Executive Director
Merced County Association of Governments (MCAG)
(209)617-7759 or Stacie.Guzman@mcagov.org

Valley Voice DC Cell Phone Numbers

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Simon & Company

Intergovernmental Affairs
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SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
VALLEY VOICE
DRAFT AGENDA
SEPTEMBER 20-21, 2022

Please note that meeting times or participants are subject to change due to legislative business.

Tuesday, September 20, 2022

- 7:30 a.m. – Breakfast Briefing with Simon and Company at Hyatt Regency
8:15 a.m. Yosemite Room, Second Floor
400 New Jersey Avenue, NW
- 8:15 a.m. Select Delegates Travel to Rayburn House Office Building for Meeting with Congressman Jim Costa (D—CA-16)
Prioritizing constituents of current or future Congressional District
- Supervisor Robert Poythress, Madera County District 3 (Chair)
 - Supervisor Daron McDaniel, Merced County District 3
 - Supervisor Dennis Townsend, Tulare County District 5
 - Supervisor Vito Chiesa, Stanislaus County, San Joaquin Joint Powers Authority
 - Supervisor Doug Verboon, Kings County, San Joaquin Joint Powers Authority
 - Council Member John Cale, City of Atwater District 1
 - Executive Director Patricia Taylor, Madera County Transportation Commission
 - Deputy Director Kristine Cai, Fresno Council of Governments
 - Deputy Director Elizabeth Forte, Merced County Association of Governments
 - Deputy Director Ben Kimball, Tulare County Association of Governments
 - Executive Director Samir Sheikh, San Joaquin Valley Air Pollution Control District
 - Sr. Policy Advisor Tom Jordan, San Joaquin Valley Air Pollution Control District
 - Michael Sigala, Valley Voice staff
- 8:45 a.m. Security Check at Rayburn House Office Building
- 9:00 a.m. Congressman Jim Costa
John Lynch, Legislative Director
Alexa Fox, Senior Legislative Assistant
2081 Rayburn House Office Building
Washington, DC 20515
Contact: Caleb Tyler, (202) 225-3341, caleb.tyler@mail.house.gov
- 9:30 a.m. All Delegates Travel to Hart Senate Office Building for Meeting with
Pending Office of Senator Dianne Feinstein (D—CA)
- 9:45 a.m. Security Check at Hart Senate Office Building



- 10:00 a.m.
Pending Senator Dianne Feinstein
John Watts, Senior Counselor
Freda Hawver Pachter, Legislative Assistant
Alexis Segal, Legislative Assistant
331 Hart Senate Office Building
Washington, DC 20510
Contact: Staff, (202) 224-3841
- 10:30 a.m. Select Delegates Travel to Longworth House Office Building for Meeting
With Congressman David Valadao (R—CA-21)
Maximum: TBD
- Supervisor Robert Poythress, Madera County District 3 (Chair)
 - Supervisor Dennis Townsend, Tulare County District 5
 - Supervisor Vito Chiesa, Stanislaus County, San Joaquin Joint Powers Authority
 - Supervisor Doug Verboon, Kings County, San Joaquin Joint Powers Authority
 - Mayor Gary Yep, City of Kerman
 - Executive Director Ahron Hakimi, Kern Council of Governments
 - Executive Director Terri King, Kings County Association of Governments
 - Deputy Director Kristine Cai, Fresno Council of Governments
 - Deputy Director Ben Kimball, Tulare County Association of Governments
 - Executive Director Samir Sheikh, San Joaquin Valley Air Pollution Control District
 - Sr. Policy Advisor Tom Jordan, San Joaquin Valley Air Pollution Control District
 - Michael Sigala, Valley Voice staff
- 10:45 a.m. Security Check at Longworth House Office Building
- 11:00 a.m. Congressman David Valadao
Amanda Hall, Legislative Director
1728 Longworth House Office Building
Washington, DC 20515
Contact: Paola Arellano, (202) 225-4695,
paola.arellano@mail.house.gov
- 11:45 a.m. Lunch in Longworth House Office Building Cafeteria
- 12:15 p.m. All Delegates Travel to the White House
- 12:30 p.m. Security Check at the Eisenhower Building
- 1:00 p.m.
Pending The White House
Office of Intergovernmental Affairs
Gabe Amo, Special Assistant to the President and Deputy Director
Evan Wessel, Associate Director
1650 17th Street, NW
Washington, DC 20500
Contact: Evan Wessel, (202) 881-7536, Evan.H.Wessel@who.eop.gov
- 2:00 p.m. All Delegates Travel to Rayburn House Office Building
- 3:00 p.m. Congressman Tom McClintock
Chris Tudor, Chief of Staff



Kyle Campbell, Legislative Director
 2312 Rayburn House Office Building
 Washington, DC 20515
 Contact: Ally Hibben, (202) 225-2511, ally.hibben@mail.house.gov

4:00 p.m.
Pending

House Republican Leader Kevin McCarthy
 Kyle Lombardi, Chief of Staff
 Trevor Smith, Legislative Director
 2468 Rayburn House Office Building
 Washington, DC 20515
 Contact: Alexandra Gourdikian, (202) 225-2915,
alexandra.gourdikian@mail.house.gov

4:30 p.m.

Adjourn

6:30 p.m.

Group Dinner at Fogo de Chao
 1101 Pennsylvania Avenue, NW
 Washington, DC 20004

Wednesday, September 21, 2022

9:15 a.m.

All Delegates Meet in Hotel Lobby for Travel to Capitol Hill

9:30 a.m.

Security Check at Hart Senate Office Building

10:00 a.m.
Pending

Senator Alex Padilla
 Angela Ebner, Policy Advisor
 Zac Commins, Policy Advisor
 Sam Mahood, Policy Advisor
 112 Hart Senate Office Building
 Washington, DC 20510
 Contact: Lauren Brown, (202) 224-3553,
lauren_brown@padilla.senate.gov

10:45 a.m.

Select Delegates Travel to Cannon House Office Building for
 Meeting with Congressman Josh Harder (D—CA-10*)
 Maximum: 8 people

- Supervisor Robert Poythress, Madera County District 3 (Chair)
- Executive Director Rosa Park, Stanislaus Council of Governments
- Supervisor Vito Chiesa, Stanislaus County, San Joaquin Joint Powers Authority Board
- Supervisor Doug Verboon, Kings County, San Joaquin Joint Powers Authority Board
- Vice-Mayor Dan Wright, City of Stockton
- Supervisor Chuck Winn, San Joaquin County
- Executive Director Samir Sheikh, San Joaquin Valley Air Pollution Control District
- Michael Sigala, Valley Voice staff

11:00 a.m.

Security Check at Cannon House Office Building

11:15 a.m.

Congressman Josh Harder



Adela Amador, Legislative Director
 209 Cannon House Office Building
 Washington, DC 20515
 Contact: Taylor Reed, (202) 225-4540, taylor.reed@mail.house.gov

- 11:30 a.m. All Delegates Travel to the U.S. Department of Transportation
- 11:45 a.m. Security Check at the U.S. Department of Transportation
- 12:00 p.m. U.S. Department of Transportation
Office of the Secretary
Office of Government Affairs
 Charles Small, Deputy Assistant Secretary for Intergovernmental Affairs
Federal Highway Administration
Federal Railroad Administration
 1200 New Jersey Avenue, SE
 Washington, DC 20590
 Contact: Toiyriah Turner, (202) 763-6802, toiyriah.turner@dot.gov
- 12:45 p.m. Select Delegates Travel to Rayburn House Office Building for Meeting with Congressman Jerry McNerney
- Supervisor Robert Poythress, Madera County District 3 (Chair)
 - Supervisor Chuck Winn, San Joaquin County
 - Supervisor Vito Chiesa, Stanislaus County, San Joaquin Joint Powers Authority
 - Supervisor Doug Verboon, Kings County, San Joaquin Joint Powers Authority
 - Vice-Mayor Dan Wright, City of Stockton
 - Executive Director Samir Sheikh, San Joaquin Valley Air Pollution Control District
 - Senior Policy Advisor Tom Jordan, San Joaquin Valley Air Pollution Control District
 - Michael Sigala, Valley Voice staff
- 1:00 p.m. Congressman Jerry McNerney
 Lauren Hernandez, Legislative Director
 2265 Rayburn House Office Building
 Washington, DC 20515
 Contact: Alisa Alva Campos, (202) 225-1947
- 1:30 p.m. Select Delegates Travel to U.S. Environmental Protection Agency
- Supervisor Robert Poythress, Madera County District 3 (Chair)
 - Supervisor Chuck Winn, San Joaquin County
 - Supervisor Vito Chiesa, Stanislaus County, San Joaquin Joint Powers Authority
 - Supervisor Doug Verboon, Kings County, San Joaquin Joint Powers Authority
 - Vice-Mayor Dan Wright, City of Stockton
 - Executive Director Samir Sheikh, San Joaquin Valley Air Pollution Control District
 - Senior Policy Advisor Tom Jordan, San Joaquin Valley Air Pollution Control District
 - Michael Sigala, Valley Voice staff
- 1:45 p.m. Security Check at EPA William Jefferson Clinton North Lobby
- 2:00-3:00 p.m. U.S. Environmental Protection Agency
Office of Congressional and Intergovernmental Relations
 Arnita Hannon Christmon, Intergovernmental Liaison



1200 Pennsylvania Ave, NW
Washington, DC 2004
Contact: Arnita, (202) 564-3704 (O) or (240)602-7118 (M)

- 3:00 p.m. All Attendees Travel to the U.S. Department of Interior
- 3:15 p.m. Security Check at the U.S. Department of Interior
- 3:30 p.m. *Pending* U.S. Department of Interior
Bureau of Reclamation
Commissioner's Office
Contact: Marisol Solis, 385-377-5699
- 5:00 p.m. Adjourn

S&Co Contacts

Jen Covino, President
617-869-0193
Jennifer.covino@simoncompany.com

David Gellman, Strategic Advisor
305-582-4744
David.Gellman@simoncompany.com

Aly Hernandez, Associate
816-777-7184
Aly.Hernandez@simoncompany.com



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 5-E
PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Regional Early Action Planning Grants of 2021 (REAP) 2.0- Advance Allocation

Enclosure: No

Action: Delegate authority to Executive Director to submit an Advance Application for the REAP 2.0 Program with the adoption of Resolution No. 22-14

SUMMARY:

The purpose of REAP 2.0 is supporting transformative planning and implementation activities that include, but are not limited to, accelerating infill and affordable development; supporting residents through realizing multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership, walking, and biking as primary modes of transportation.

Background

Through a budget revision for the State's FY 21-22 budget (specifically AB 140), the California Department of Housing and Community Development (HCD) in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB) established Regional Early Action Planning (REAP) 2.0 program. REAP 2.0 allocates \$600 million from state and federal investment, with 85% allocated directly to Metropolitan Planning Organizations (MPOs), like MCTC. The program is set to advance the implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing and reductions in per capita Vehicle Miles Traveled (VMT).

REAP 2.0 builds on the success of 2019's REAP program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives – Infill development, Housing for all incomes, Vehicle Miles Traveled (VMT) reduction, and Affirmatively Furthering Fair Housing (AFFH) in ways that lead to transformative Policy Outcomes and accelerate the implementation of regional and local plans to achieve these goals. REAP 2.0 provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including Regional Housing Needs Assessment. In addition,

REAP 2.0 is specifically designed to provide MPOs and other eligible entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities Strategies (SCS) adopted as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

Eligible Applicants

Most of the program's funding (85 percent, or \$510 million) will flow directly to the state's 18 Metropolitan Planning Organizations (MPOs), and the MPOs may subgrant a portion of the funds to eligible entities (cities, counties, transit/transportation agencies) in their metropolitan region. The remaining funds are split into a set aside for tribal entities and for eligible entities in smaller counties in non-MPO regions (5 percent, or \$30 million), as well as for a Higher Impact Transformative set aside for all eligible entities (5 percent, or \$30 million).

The MCTC's region maximum award is **\$2,213,724.74**, of which an initial allocation of 10% (10%) of funds are available for outreach to support program development and preparation of the full program funding application, which is due by December 31, 2022. REAP 2.0 program guidelines were released by HCD in July 2022.

Suballocations must comply with REAP 2.0 Program, including but not limited to REAP 2.0 objectives. The program guidelines can be found on the Department of Housing and Community Development [website](#).

MCTC staff recommends the MCTC Policy Board delegate authority to the Executive Director to submit a REAP 2.0 Advance Application to HCD.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

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

In the matter of
**METROPOLITAN PLANNING ORGANIZATION
ALLOCATION REGIONAL EARLY ACTION
PLANNING GRANT (REAP 2.0) – ADVANCE
ALLOCATION REQUEST FOR MPOS**

Resolution No.: **22-14**

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; hereby consents to, adopts and ratifies the following resolution:

WHEREAS the Department of Housing and Community Development (Department) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10;

WHEREAS the State of California (the “State”), Department issued a Notice and Request for Advance Allocation on January 3, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government;

WHEREAS Applicant is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code Section 50515.08(c)(3) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1) including, but not limited to, regional engagement in the development of the full application and of an education and outreach strategy; and

WHEREAS the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients.

NOW THEREFORE BE IT RESOLVED THAT, the Madera County Transportation Commission (MCTC) is hereby authorized and directed to request an advance allocation not to exceed \$ 221,372.47 (up to 10% of the amount allocated to MCTC, pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)).

The Executive Director is authorized to execute the Advance Allocation Request, on behalf of the Madera County Transportation Commission as required by the Department for receipt of REAP 2.0 funds.

When MCTC receives an advance allocation of REAP 2.0 funds in the authorized amount of \$221,372.47 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between MCTC and the Department.

The Executive Director is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$ 221,372.47, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Advance Allocation, the MCTC obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

THE FOREGOING RESOLUTION was adopted this 28th day of September 2022 by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: August 31, 2022

Time: 3:00 pm

Place: Madera County Transportation Commission
In person and Zoom

Members Present: Chairman Tom Wheeler, Supervisor, County of Madera
Vice Chair, Diana Palmer, Council Member, City of Chowchilla
Jose Rodriguez, Council Member, City of Madera
Robert Poythress, Supervisor, County of Madera
Cecelia Gallegos, Council Member, City of Madera
Brett Frazier, Supervisor, County of Madera

Members Absent: None

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

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Senior 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 public comment was received.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. POLICY 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 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 Committee concerning the item before action is taken.

- A. Fiscal Year (FY) 2022 National Significant Federal Lands and Tribal Projects (NSFLTP) Program
Action: Information and Discussion Only
- B. Reconnection Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law*
Action: Information and Discussion Only
- C. Fiscal Year (FY) 2022 ReConnect Program
Action: Information and Discussion Only
- D. Safe Streets and Roads for All (SS4A) Grant Plan
Action: Information and Discussion Only
- E. FT 2022 Community Wildfire Defense Grant (CWDG) Program
Action: Information and Discussion Only

- F. Fiscal Year 2022-23 State of Good Repair (SGR) Project List
Action: Approve Resolution 22-11, adopting the FY 2022-23 SGR project list to be submitted in the amount of \$251,124

- G. Continuation of Teleconferenced Meeting – Resolution 21-15 Amendment No. 11
Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No. 11

Transportation Consent Calendar Action on Items A-G.

Upon motion by Commissioner Frazier, seconded by Commissioner Rodriguez to approve Consent Calendar items A-G. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes
Vote passed 6-0	

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Final 2022 Program Environmental Impact Report (PEIR) for the 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) – Resolution 22-12
Action: Upon motion by Commissioner Frazier, seconded by Commissioner Poythress to certify the Program Environmental Impact Report. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes
Vote passed 6-0	

- B. Final 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), 2023 Federal Transportation Improvement Program (FTIP) and Corresponding Air Quality Conformity Analysis – Resolution 22-13.

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos to adopt the Final 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), 2023 Federal Transportation Improvement Program (FTIP) and Corresponding Air Quality Conformity Analysis – Resolution 22-13. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

- C. 2022 Valley Voice – Washington D.C. Draft Legislative Platform

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

Upon motion by Commissioner Frazier, seconded by Commissioner Rodriguez 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 Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

7. ADMINISTRATIVE CONSENT ITEMS

- A. Executive Minutes – July 20, 2022
Action: Approve July 20, 2022, meeting minutes

- B. Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2021: City of Madera
Action: Accept TDA Compliance Audit Report: City of Madera

- C. Transportation Development Act (STA) – FY 2022-23 Apportionment, Resolution 22-06 Amendment No. 1
Action: Approve Transportation Development Act (LSTA) – FY 2022-23 Resolution 22-06 Amendment No. 1

Approval Administrative Consent Calendar Action A-C

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Frazier, to approve the Administrative Consent Calendar Items A-C. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

- A. September MCTC Policy Board Meeting date change to September 28, 2022
Action: Information and Discussion Only

- B. FY 2022-23 Overall Work Program & Budget – Amendment No.1
Action: Upon motion by Commissioner Poythress, seconded by Commissioner Fraizer to approve FY 2022-23 OWP & Budget – Amendment No. 1. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

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 Committee 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.

- A. Measure T Citizens’ Oversight Committee Annual Report
Action: Accept the Measure T Citizens’ Oversight Committee Annual Report

- B. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2021: City of Madera
Action: Accept Measure “T” Compliance Audit Report for FY ending June 30, 2021: City of Madera

- C. Executive Minutes – August 5, 2022
Action: Approve August 5, 2022, meeting minutes

- D. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 11
Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 11

Authority Administrative Consent Calendar Action on Items A-D

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Rodriguez, to approve the Authority Administrative Consent Item A-D. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

10. AUTHORITY - ACTION/DISCUSSION ITEMS

- A. Resolution confirming Board authority to terminate, and commitment to review Measure T – Resolution 2022-05

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Rodriguez to approve Resolution 2022-05 confirming Board authority to terminate, and commitment to review Measure T – Resolution 2022-05. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

- B. Measure T Public Education Outreach
Action: Information and Discussion only.
- C. HdL Newsletter 1st Qrt. 2022
Action: Information and Discussion Only
- D. Focus on the Future 2022 Conference

Action: Information and Discussion Only

E. Measure T Citizens’ Oversight Committee Member Appointment

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Poythress to appoint Janice Gomes as a representative for District 1 to the Measure T Citizens’ Oversight Committee. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

F. September MCTA Board of Directors meeting date change to September 28, 2022

Action: Information and Discussion Only

OTHER ITEMS

11. MISCELLANEOUS

A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- Notified the Policy Board of an upcoming Groundbreaking Ceremony for the Cottonwood Creek Bridge project. The groundbreaking will be held in mid-October. Staff will provide details when the invitation is released.

B. Items from Caltrans

Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on State Highway projects in Madera County.

C. Items from Commissioners

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

12. CLOSED SESSION

None



13. ADJOURNMENT

Meeting adjourned at 4:15 pm.

Next meeting scheduled for Wednesday, September 28, 2022

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", with a long horizontal stroke extending to the right.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – August 31, 2022

Enclosure: Yes

Action: Approve August 31, 2022 meeting minutes

SUMMARY:

Attached are the Executive Minutes for the August 31, 2022, Policy Board Meeting

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 2

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 2

SUMMARY:

Included in your package is Amendment No.2 of the FY 2022-23 Overall Work Program & Budget. The revised Budget is \$2,475,236 (increase of \$48,575 from the previously amended budget). The amendment reflects changes due to the following:

- Carryover of actual amounts from previous fiscal year;
- Increase in health insurance costs;
- Added funds for a planned GIS project; and
- Adjustments in the assigned work hours for some of the work elements.

The amendment is recognized in the following accounts:

Revenues – (Increase \$48,575)

- FHWA PL Carryover – increase \$54,989
- FTA 5303 Carryover – decrease \$840
- SB-1 Sustainable Communities Grant Carryover 21-22 – decrease \$81
- SB-1 Sustainable Communities Grant Carryover 20-21 – decrease \$99
- SJV REAP Housing – decrease \$2,051
- TDA Carryover – increase \$214
- Member Assessment Fees – decrease \$1,645
- MCTA Carryover – increase \$1,612
- MCTA – decrease \$3,524

Salaries & Benefits – (Increase \$814)

- Worker’s Compensation – decrease \$157
- Health – increase \$971

Other Direct Costs – (Increase \$47,761)

- Consultant (SB-1 Planning Grant) – decrease \$94
- Consultant (Regional Housing Program) – decrease \$2,045
- Technical Planning/Modeling On-call Services – increase \$45,000
- Traffic Model & GIS Support – increase \$4,500
- Traffic Monitoring Program – increase \$400

The amendment is reflected in all the OWP Work Elements except for WE 104 – Oakhurst Multimodal Mobility Study.

FISCAL IMPACT:

The 2022-23 Overall Work Program and Budget will increase by \$48,575.



OVERALL WORK PROGRAM Fiscal Year 2022-2023

Amendment No. 2

Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637
(559) 675-0721
www.maderactc.org

Regional Transportation Planning

101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

102 Regional Housing Planning Program

103 Zero Emission Vehicle Readiness and Implementation Plan

104 Oakhurst Multi-modal Mobility Study

905.2 Project Prioritization Study

Work Element 101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the impending 2022 RTP, staff implemented the requirements of legislation related to Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375 and SB 743.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2018 RTP was adopted by the MCTC Policy Board on September 19, 2018. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC staff; local

jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure is set to expire in 2026. An extension of the Measure will be perused in 2022 under the same timeline as the development of the 2022 RTP. As a results of related planning activities, a Measure T extension scenario will be analyzed in the 2022 RTP development process.

In fiscal year 2020/21, a consultant developed a methodology to prioritize transportation improvement projects in Madera County. The study examined all currently planned modal projects, identified new projects, and established a prioritization process for the projects. The prioritization increased the emphasis on projects that support equitable investment in disadvantaged communities, benefited public health and limited negative environmental impacts. The results of the Project Prioritization Study are to be incorporated into the 2022 RTP Update.

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff as the basis for accepting or rejecting the MPO's SB 375 GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders.

MCTC staff worked with consultants where needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines in fiscal year 2021/22. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC has retained professional consultation services for the development of the Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in January of 2021. The Notice of Preparation process occurred in February and March of 2021. The PEIR development is coinciding with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR will conclude in the fall of 2022.

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity

Consulting for assistance with Air Quality related elements of the 2018 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

MCTC staff retained a consultant in August of 2021 to assist in a variety of outreach activities related to the development of the 2022 RTP/SCS. MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders are engaged for comments and feedback in a variety of ways. Community workshops are held for the RTP and for SCS scenario development, meetings are made directly with interested individuals by request, information is submitted in local publications, focused community surveys are distributed online or at outreach functions and informational workshops are held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff have focused on effective ways for interested individuals to participate online or remotely. Presence on social media for the project has been increased, access for online communications and meetings has been bolstered and a project website has been developed for computer or mobile phone access. Several activities have been focused on disadvantaged communities or traditionally underrepresented populations. Translation services are made available as well as Americans with Disabilities Act accessibility requirements being met for informational documents and materials for the project. MCTC will work with a consultant to better ensure meaningful and effective outreach occurs through the duration of the 2022 RTP/SCS update process.

Activities in this element related to the development of the 2022 RTP/SCS and PEIR will culminate with the availability of the Draft 2022 RTP/SCS and PEIR at the conclusion of the 2021/22 fiscal year. Final adoption of the plan and certification of the environmental document is expected to occur in Fall of 2022. The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 fiscal year.

Performance Monitoring Measures

In conjunction with MCTC's long-range transportation planning products, staff will continue to establish appropriate performance measures in order to maintain effective performance-based planning and programming.

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects. The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The prioritization will be utilized in the RTP/SCS planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP will utilize performance measures to reprioritize projects for each scenario developed for the SCS. The current prioritization criteria are found in the MCTC Project Prioritization Study and are

summarized here:

- Consistency with current regional and local plans and policies
- Congestion relief
- Improves air quality and reduces greenhouse gas (GHG) emissions
- Provides improved access to activity centers
- Improves safety
- Supports other modes of transportation
- Estimated project timing (more imminent projects are higher priority)
- Serves smart growth development and/or Sustainable Communities Strategy goals
- Avoids negative environmental impacts on environmental justice, minority and low-income communities, and Native American historic, cultural, and sacred sites
- Improves congested corridors or provides alternative relief to congested corridors
- Provides access to other modes of transportation
- Project is within (serves) a disadvantaged community as indicated by pollution burden
- Project is within (serves) a disadvantaged community as indicated by population characteristics

MCTC will integrate MAP-21 and FAST Act new performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report
- 2018 RTP/SCS Amendment 1
- Draft Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.
- Draft SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Draft Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- Draft 2022 RTP/SCS
- Draft PEIR for the 2022 RTP/SCS
- Amendments to the 2018 RTP as necessary

Product

1. Final 2022 RTP/SCS, including:

- 1.1 Final Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.
- 1.2 Final SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- 2. Final Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 3. Final PEIR for the 2022 RTP/SCS
- 4. Finalize SCS Evaluation Report
- 5. Amendments to the 2022 RTP as necessary

Tasks

Task	Description and Responsible Party	% of Work
101.1	<p>RTP/SCS Outreach Activities</p> <ul style="list-style-type: none"> • Conduct Public Hearing for Draft 2022 RTP/SCS • Respond to public comments on Draft 2022 RTS/SCS <p>Responsible Party: MCTC Staff, Consultant (July 2022 through September 2022)</p>	10%
101.2	<p>Finalize 2022 RTP/SCS</p> <ul style="list-style-type: none"> • Edit Draft 2022 RTP/SCS as needed • Present Final Document for Adoption to MCTC Board • Distribute adopted plan to relevant state and Federal partners <p>Responsible Party: MCTC Staff (July 2022 through September 2022)</p>	15%
101.3	<p>Finalize RTP/SCS Program Environmental Impact Report</p> <ul style="list-style-type: none"> • Address all comments received during the PEIR public review period • Present final document for certification to MCTC Board • Distribute final document to relevant state and federal partners <p>Responsible Party: MCTC Staff, Consultant (July 2022 through September 2022)</p>	15%
101.4	<p>Finalize SCS Evaluation Report</p> <ul style="list-style-type: none"> • Prepare SCS submittal report to CARB • Populate technical data tables with travel behavior data from results of 2022 RTP/SCS • Finalize SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines <p>Responsible Party: MCTC Staff (July 2022 through June 2023)</p>	50%
101.5	<p>Amendments to the 2022 RTP, as needed</p> <ul style="list-style-type: none"> • As needed, amend the 2022 RTP 	10%

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	<ul style="list-style-type: none"> As needed, prepare emissions analysis for significant amendments to the 2018 RTP Responsible Party: MCTC Staff (July 2022 through June 2023)	
	Total	100%

FTE: .59

101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,780	RTP EIR (Consultant)	30,392
MCTA		RTP/SCS Development (Consultant)	20,000
FHWA-PL	44,612		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	50,392	Subtotal	50,392
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,446	Direct Wages/Benefits plus Indirect:	186,972
MCTA			
FHWA-PL	165,526		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	186,972		
Total:	237,364	Total:	237,364

Work Element 102 Regional Housing Planning Program

Objective

To accelerate housing production in the Madera County Region and facilitate compliance with the Regional Housing Needs Assessment (RHNA) plan.

Discussion

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community.

Regional Early Action Planning (REAP):

Approvals of Senate Bill (SB) 113 and Assembly Bill (AB) 101 have made funding available to Councils of Governments and other groups, such as the San Joaquin Valley multiagency working group through a new Regional Early Action Planning (REAP) grant program. MCTC is part of this multiagency working group. This program is administered by the California Department of Housing and Community Development (HCD). The primary goal of the program is to accelerate housing production in California by cities and counties (local agencies) and facilitate compliance with the Regional Housing Needs Assessment prepared by HCD and MCTC.

Local Early Action Planning (LEAP) Grants:

The Local Early Action Planning Grants, provides grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that:

1. Accelerate housing production.
2. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.

Eligible activities must be related to housing planning and facilitate the streamlining and acceleration of housing production. MCTC will assist with the administration and distribution of LEAP grants in Madera County.

Regional Housing Needs Assessment (RHNA) Plan:

MCTC assisted the State Housing and Community Development (HCD) department with the preparation of the 6th Cycle Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan includes determinations of housing allocations specific to each

jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

Regional Early Action Planning Grants of 2021 (REAP 2.0):

The purpose of REAP 2.0 is supporting transformative planning and implementation activities that include, but are not limited to, accelerating infill and affordable development; supporting residents through realizing multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership, walking, and biking as primary modes of transportation. REAP 2.0 is specifically designed to provide Metropolitan Planning Organizations (MPOs) and other eligible applicants with tools and resources to help implement and advance plans, primarily including sustainable communities strategies (SCS) as part of Regional Transportation Plans (RTP). REAP 2.0 seeks to accelerate progress towards state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities to collectively accelerate infill development, housing, and VMT reductions in ways that advance equity.

Previous Work

1. Assisted HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP funding in Madera County.
2. Monitor LEAP funding in Madera County and assist member agencies, as needed.
3. Administer REAP 2.0 funds and programs.

Tasks

Task	Description and Responsible Party	% of Work
102.1	Administer Regional Early Action Planning (REAP) Funding <ul style="list-style-type: none"> • Administer REAP funding for MCTC and with local agency partners. Responsible Party: MCTC Staff (July 2022 to June 2023 Ongoing)	20%
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance <ul style="list-style-type: none"> • Monitor LEAP funding to local agencies and provide assistance on an as needed basis. Responsible Party: MCTC Staff (July 2022 to June 2023 Ongoing)	10%

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102.3	Administer Regional Early Action Planning of 2021 (REAP 2.0) <ul style="list-style-type: none"> Administer REAP 2.0 funding for MCTC and with local agency partners. Responsible Party: MCTC Staff (July 2022 to June 2023 Ongoing)	70%
Total		100%

FTE: .04

102 Regional Housing Planning Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	221,675
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP	221,675		
Subtotal	221,675	Subtotal	221,675
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	12,250
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other - REAP	12,250		
Subtotal	12,250		
Total:	233,925	Total:	233,925

Work Element 103 Zero-Emission Vehicle Readiness and Implementation Plan

Objective

Develop a Zero-Emission Vehicle (ZEV) readiness and implementation strategy for the region.

This plan will assess the existing ZEV infrastructure environment, recommend infrastructure improvements and investments, identify implantation strategies and policies to promote ZEV infrastructure adoption in the short and long-term and provide stakeholders with tools to procure, site and install ZEV infrastructure.

Discussion

Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20) calls for elimination of new internal combustion passenger vehicles by 2035: 100% zero-emission vehicle sales for new passenger cars and trucks by 2035. The same target holds for medium and heavy-duty vehicles by 2045.

The transportation sector, including all passenger cars and light trucks, heavy-duty trucks, off-road vehicles, and the fuels needed to power them, is responsible for about 40% of **California's greenhouse gas emissions**. It is also responsible for many smog-causing pollutants and is a significant source of toxic air contaminants that directly impact community health. These emissions pose a direct threat to the environment, the economy and public health.

By setting the target in 2035, the Executive Order provides time to plan for and support the increasing consumer demand for these vehicles. MCTC staff will retain a consultant to assist in the development of a ZEV Readiness and Implementation Plan (Plan) to better accommodate existing ZEV users and improve access and effectiveness for increasing future ZEV usage in Madera County.

The work for this element will build towards a comprehensive planning document broken down into several key tasks. The anticipated activity related to these tasks is outlined below.

Previous Work

1. SR 233 Sustainable Corridor Study.
2. Madera County Project Prioritization Study.
3. Fresno-Madera SR41/Ave 9 Sustainable Corridor Study.
4. Existing Conditions Report.

Product

1. Future Needs Report.
2. Implementation Report.
3. ZEV Readiness and Implementation Plan.

Tasks

Task	Description and Responsible Party	% of Work
103.1	<p>Project Management</p> <ul style="list-style-type: none"> • MCTC to hold bi-weekly meetings with plan development team • MCTC to provide Caltrans with quarterly reports • MCTC to provide Caltrans with monthly or quarterly invoices <p>Responsible Party: MCTC Staff (July 2021 to December 2022)</p>	5%
103.2	<p>Stakeholder Working Group</p> <p>A stakeholder working group will be formed to provide input into the development of the Plan. Invitations for participation in this group will go to local agency staffs, energy utilities providers, tribal governments, the air quality management district, transportation providers, Caltrans, and other potential stakeholders. The representatives will have an opportunity to engage in the Plan development as a group and individually as necessary. The group will gather collaboratively periodically though the Plan development.</p> <ul style="list-style-type: none"> • Form Stakeholder Working Group • Meet periodically with working group • Meet with individual working group members as needed <p>Responsible Party: MCTC Staff, Consultant (January 2022 to September 2022)</p>	5%
103.3	<p>Identify Future Needs</p> <p>This task will project future conditions and steps necessary to effectively accommodate them. These conditions will include the projected future fleet makeup, ZEV deployment and infrastructure shortfalls to be addressed as a result. Siting for ZEV infrastructure will be analyzed based on travel behavior.</p> <ul style="list-style-type: none"> • Fleet projection • Infrastructure demand • Gap analysis • Siting analysis • Recommendations <p>Responsible Party: MCTC Staff, Consultant (February 2021 to August 2021)</p>	15%

<p>103.4</p>	<p>Implementation Plan This task will identify needed actions to accommodate projected future ZEV usage in Madera County. These actions will quantify the addition infrastructure needed to support the projected increase in the ZEV fleet. Through this task, recommendations for potential solutions to existing barriers to ZEV adoption will be outlined.</p> <ul style="list-style-type: none"> • Implementation goals • Implementation strategies • Funding opportunities • Incentivization <p>Responsible Party: MCTC Staff, Consultant (February 2021 to August 2022)</p>	<p>25%</p>
<p>103.5</p>	<p>ZEV Infrastructure Planning Resources Report/Tools The goals for this task are to provide guidance for ZEV infrastructure. Resources developed in this task will help jurisdictions address future infrastructure needs on a planning, design, and implementation level through consideration of permitting practices and building code standards and identifying installation and maintenance costs. A methodology will be created to identify suitable siting for ZEV infrastructure will be created including a listing of most suitable sites in Madera County Communities. Finally, a site suitability checklist will be created for various place types existing in Madera County (dwellings, public institutions, workplaces, destinations).</p> <ul style="list-style-type: none"> • Guidance and costs framework • Siting Methodology • Suitable sites list • Suitability checklist <ul style="list-style-type: none"> ○ Dwellings ○ Public institutions ○ Workplaces ○ Destinations <p>Responsible Party: Consultant (July 2022 to October 2022)</p>	<p>25%</p>
<p>103.6</p>	<p>Plan Finalization This task will identify needed actions to accommodate projected future ZEV usage in Madera County. These actions will quantify the addition infrastructure needed to support the projected increase in the ZEV fleet. Through this task, recommendations for potential solutions to existing barriers to ZEV adoption will be outlined.</p> <ul style="list-style-type: none"> • Compile deliverable reports and products from prior tasks into a comprehensive Draft Plan • Presentations and review of Draft Plan • Comment response and Plan finalization • MCTC Board adoption of Final Plan <p>Responsible Party: MCTC Staff, Consultant (September 2022 to December 2022)</p>	<p>25%</p>

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	Total	100%
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FTE: .02

103 Zero-Emission Vehicle Readiness and Implementation Plan

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	10,003	Consultant	87,206
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 21-22	77,203		
Subtotal	87,206	Subtotal	87,206
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	667	Direct Wages/Benefits plus Indirect:	5,819
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 21-22	5,152		
Subtotal	5,819		
Total:	93,025	Total:	93,025

Work Element 104 Oakhurst Multi-modal Mobility Study

Objective

Prepare a Multi-modal Mobility Study in the Oakhurst Community along State Route 41 and State Route 49.

Discussion

State Route (SR) 41 and State Route 49 converge in the community of Oakhurst in Eastern Madera County. These two highways act as the primary travel facilities in the Eastern Madera County as well as the economic hubs for Oakhurst. SR 41 provides access to the community of Oakhurst, leading into the Sierra Nevada Mountains towards Yosemite National Park to the north and Fresno and the San Joaquin Valley to the south. SR 49 branches off SR 41 in Oakhurst providing access to the community of Ahwahnee and Mariposa County to the North.

MCTC staff will retain professional consulting services for the preparation of a study to determine future transportation needs along the SR 41 and 49 corridors in Oakhurst. The study will identify existing and future issues related to safety, mobility, congestion, access, etc., and recommend sustainable improvements that will address the transportation needs of those who live, work, or visit the area through multi-modal approaches whilst maintaining operational and capacity requirements of a state highway system.

The Plan will help to offer additional or improved modal choices in Oakhurst furthering the goals of the Madera County RTP/SCS to advance safe, healthy, and sustainable travel and reducing vehicle generated greenhouse gas emissions.

The Plan will draw from the Caltrans Smart Mobility Framework to help guide effective improvements in the study area with a focus on efficient network management, increased multimodal choices, appropriate speed suitability, better accessibility and connectivity, and fostering equity equitable decision making able to meet the needs of all community members.

Populations in this area of Madera County are burdened by many factors where the average rate is in the lowest 25th percentile of all state census tracts. These include persons living above poverty level, unemployment, active commute rate, access to parks, exposure to Ozone and contaminated drinking water. This plan will outline where transportation investments and strategies can improve these conditions on a public health and economic opportunity level. Providing better access to economic opportunity is a critical component to serving disadvantaged communities. The proposed project area is home to many employment, health, shopping, education and services serving a large number of Eastern Madera County residents.

This project will combine stakeholder engagement and a range of analytical techniques to identify practical strategies for developing mobility projects in Oakhurst along SR 41 and 49.

Previous Work

New Project

Product

1. Existing Conditions Report
2. Public Outreach Report
3. Strategies Report
4. Final Study

Tasks

Task	Description and Responsible Party	% of Work
104.1	<p>Project Initiation</p> <ul style="list-style-type: none"> • Release Request for Proposals • Retain Consultant • Finalize Study Scoping <p>Responsible Party: MCTC Staff (January 2023 to February 2023)</p>	2%
104.2	<p>Project Management</p> <ul style="list-style-type: none"> • MCTC to hold bi-weekly meetings with Study development team • MCTC to provide Caltrans with quarterly reports • MCTC to provide Caltrans with monthly or quarterly invoices <p>Responsible Party: MCTC Staff (January 2023 to December 2023)</p>	3%
104.3	<p>Stakeholder Working Group</p> <p>A stakeholder working group will be formed to provide input into the development of the Study. Invitations for participation in this group will go to local agency staffs, tribal governments, transportation providers, local residents and business representatives, Caltrans staff, and other potential stakeholders. The representatives will have an opportunity to engage in the Study development as a group and individually as necessary. The group will gather collaboratively periodically though the Study development.</p> <ul style="list-style-type: none"> • Form Stakeholder Working Group • Meet periodically with working group 	10%

	<ul style="list-style-type: none"> Meet with individual working group members as needed <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	
104.4	<p>Assess Existing Conditions</p> <p>This task will assess the current state of travel within the project area including regional characteristics, state of existing facilities, current travel behavior, and existing planning environment.</p> <ul style="list-style-type: none"> Regional characteristics Existing facilities Existing travel conditions Planned improvements <p>Responsible Party: MCTC Staff, Consultant (March 2023 to April 2023)</p>	15%
104.5	<p>Community Engagement</p> <p>This task will use outreach to establish community perspective. The task will engage the Oakhurst community through a variety of measures including in-person workshops, online tools, surveys, focused interviews, or other tactics as recommended by the consultant. Outreach activities conducted during the course of the Study will be documented and the results will be used to inform the direction of the Study goals and recommendations. An Outreach report will be prepared outlying all activities useful for the Study development.</p> <ul style="list-style-type: none"> Develop outreach plan Conduct Study workshops Implement online surveys and feedback tools Conduct focused interviews Prepare Outreach Report <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	20%
104.6	<p>Identify Strategies</p> <p>This task will identify an array of strategies designed to meet the goals and objectives of the Study. The strategies will include projects to be considered for implementation, changing or creating policies or the preparation of new or additional studies. Additional strategies may be identified if deemed appropriate.</p> <ul style="list-style-type: none"> Identify projects to meet goals and objectives Identify policies to meet goals and objectives Identify where additional study is needed Prepare Strategies Report <p>Responsible Party: Consultant (August 2023 to October 2023)</p>	25%
104.7	<p>Study Finalization</p>	25%

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	<p>This task will consolidate all prepared deliverables from the prior tasks into cohesive report. The contests will make up a Draft Study to be submitted for internal staff review then for public review. Comments received on the Draft Study during the public review period will be considered and responded to before a final Study is composed. The final Study will be presented and brought for approval to the MCTC Policy Board.</p> <ul style="list-style-type: none"> • Compile deliverable reports and products from prior tasks into a comprehensive Draft Study • Presentations and review of Draft Study • Comment response and Study finalization • MCTC Board adoption of Final Study <p>Responsible Party: MCTC Staff, Consultant (October 2023 to December 2023)</p>	
	Total	100%

FTE: .04

104 Oakhurst Multi-modal Mobility Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,220	Consultant	179,948
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	156,064		
Subtotal	179,948	Subtotal	179,948
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,067	Direct Wages/Benefits:	9,300
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	8,233		
Subtotal	9,300		
Total:	189,248	Total:	189,248

Work Element 905.2 Project Prioritization Study

Objective

To develop a Project Prioritization Study (study) for the Madera County region to address traffic congestion, maintenance, transit needs, or vehicle alternatives, such as bicycle and pedestrian travel. The study will identify currently planned projects, identify projects not currently planned for, establish cost to complete identified projects, establish relevant facility conditions, estimate projected revenue available for transportation in the next 25 years and identify the funding shortfall resulting from these projections. Once comprehensively listed, a methodology will be developed to prioritize the projects the results of which will inform the planning and investment decision making process.

Discussion

The goals of the Project Prioritization Study are to identify and prioritize transportation projects that best help the region meet its various goals related to Greenhouse Gas (SB375) reduction, reducing vehicle mile traveled (SB743), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality, and decreasing adverse health effects related to travel throughout the Madera Region. The overall process will be one that continues to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

MCTC previously completed a Project Prioritization Study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development. The procurement of said activities will take place in the Winter of 2019-20. Project kickoff and coordination will occur following the retaining of consultant services.

The first phase will focus on Data Collection. Data collection will focus on the collection and analyses of existing project data as well as developing a method for the identifying of unidentified projects data. The listings will be combined into a comprehensive list.

The second phase will focus on Data Analysis. Based upon the results of the first phase project scope, staging and costs will be identified. A methodology/approach for project prioritization will be developed considering local and state policies and mandates meant to curb VMT and GHG emissions (SB 375 and SB 743) while supporting social equity, economic vitality, public health, and safety, and advancing modal choice. Finally, the prioritization of the projects using said approach will commence. Activities for phase two will take place in the Summer/Fall of 2020.

The results of the prioritization will be presented to stakeholders and implemented into the regional planning process. The final phase will focus on application of the prioritized projects towards planning activities and analysis performed in the development or updates of the RTP/SCS, FTIP, ATP, Measure “T” Program extension, traffic model network revisions, and other pertinent planning exercises including activities overseen by local agency partners. MCTC will evaluate the need for future updates of this study after completion. Activities for phase three will take place in late fall of 2020.

The study is funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants. The study was finalized in the Fall of 2021. Enhancements to the database will continue in FY 2022-23. Expenditures can be made until February 28, 2023.

Previous Work

Project Prioritization Study

Product

1. Database

Tasks

Task	Description and Responsible Party	% of Work
905.2.1	Refine Master Project Database <ul style="list-style-type: none"> Responsible Party: Consultant, MCTC Staff (July 2022 to February 2023) 	100%
	Total	100%

FTE: .01

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905.2 Project Prioritization Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,770	Consultant	15,432
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 20-21	13,662		
Subtotal	15,432	Subtotal	15,432
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	220	Direct Wages/Benefits:	1,915
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 20-21	1,695		
Subtotal	1,915		
Total:	17,347	Total:	17,347

Public Transportation Planning

201 Transit

202 Rail

Work Element 201 Transit

Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Social Service Transportation Act (SB-498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB-826, 1988 and SB 807, 1989).

Discussion

Planning to meet the transportation needs of residents of Madera County is a continuing program of MCTC.

MCTC staff has implemented the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. MCTC last adopted a coordinated plan on July 22, 2015. MCTC staff has begun updating the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). As part of the Coordinated Plan development process, MCTC will form a committee to review, and update coordinated strategies. The committee will consist of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members.

MCTC staff will partner with the County of Madera, City of Madera, City of Chowchilla, the State of California, and Tribal Governments in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety, and sustainable communities in our area. MCTC staff will continue to collaborate with Caltrans on future transit related projects.

MCTC staff maintains the Short-Range Transit Plan (SRTP), a five-year plan completed in 2021-22 and valid through 2026-27. This plan responds to State, Federal, and local requirements to ensure public transit services are effective in meeting the needs within the Madera region. The SRTP is intended to serve as a guide for improving public transit agencies within Madera County. The plan reviews recent progress, evaluates existing operations and conditions, and recommends future strategic actions to affect positive changes. A key component of the SRTP is the development of realistic operating and capital projections based on present and future performance of the existing systems over the next five years.

MCTC staff will continue to work closely with the Transit Advisory Board (TAB) and monitor transit issues in the City of Madera.

MCTC staff will post information related to public transportation on MCTC's website and

social media pages.

MCTC staff will examine transit as it relates to non-social services-oriented travel and farmworker transportation needs.

MCTC staff encourages transit operators to update their emergency preparedness plans and to conduct frequent emergency drills and exercises for the safety and security of the transportation system. Performance management is an area of emphasis determined by the FHWA California Division and FTA Region IX.

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets. The final report was released in September 2017.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRTP also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

These tasks together will support the regional planning goals by enhancing transportation system coordination, efficiency, and intermodal connectivity to keep people and goods moving.

MCTC staff participated in the City of Madera's Transit Plan Study. The City of Madera transit plan services assessment goal is to evaluate the City's transit system and devise operational and policy changes to formulate a Madera Transit Plan that will improve the system. The goals of this study include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region, improve the efficiencies of the system's operations, and lay out a plan for future policy or operational changes. MCTC staff will continue to participate in the development of this plan as requested.

Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
7. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.

8. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
9. Public Transportation Safety Plan Targets (PTASP) coordination.
10. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Set PTASP targets for the region.

Tasks

Task	Description and Responsible Party	% of Work
201.1	<p>Transit Service Inventory</p> <ul style="list-style-type: none"> • Continue to maintain and update information for the transit services inventory <p>Responsible Party: MCTC Staff (Monthly, July 2022 to June 2023)</p>	10%
201.2	<p>Monitor Information for RTP Update</p> <ul style="list-style-type: none"> • Monitor information for update of the RTP <p>Responsible Party: MCTC Staff (Monthly, July 2022 to June 2023)</p>	25%
201.3	<p>Transit Operator Agreements</p> <ul style="list-style-type: none"> • Review transit operator agreements and update as necessary <p>Responsible Party: MCTC Staff (Quarterly, July 2022 to June 2023)</p>	10%
201.4	<p>Consultation, Coordination, and Collaboration for Environmental Justice</p> <ul style="list-style-type: none"> • Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with. <p>Responsible Party: MCTC Staff (Quarterly, July 2022 to June 2023)</p>	15%
201.5	<p>Consultation, Coordination, and Collaboration for Outreach</p> <ul style="list-style-type: none"> • Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted. <p>Responsible Party: MCTC Staff</p>	10%

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	(July 2022 to June 2023)	
201.6	Transit Advisory Board Participation <ul style="list-style-type: none"> Participation on Transit Advisory Board and monitor related transit agencies. Responsible Party: MCTC Staff (Quarterly, July 2022 to June 2023)	10%
201.7	Transit Asset Management (TAM) Plan Coordination <ul style="list-style-type: none"> Transit Asset Management (TAM) Plan coordination with transit agencies. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
201.8	Public Transportation Safety Plan Target Coordination <ul style="list-style-type: none"> Public Transportation Safety Plan Target coordination with transit agencies. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
	Total	100%

FTE: .28

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,316	Direct Wages/Benefits plus Indirect:	72,506
MCTA			
FHWA-PL			
FTA-Section 5303	64,190		
STIP – PPM			
Other			
Subtotal	72,506		
Total:	72,506	Total:	72,506

Work Element 202 Rail

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for rail modes consistent with the principles of livable communities.

Discussion

MCTC monitors local, State, and Federal requirements impacting local plans for the rail transportation modes. Information developed is documented in staff reports and included in the Regional Transportation Plan for action.

MCTC has taken many steps in RTP development to ensure safety and capacity issues are addressed with all modes through better planning and design and using Travel Demand Management approaches to system planning and operations. As a result of these activities, MCTC has met livability/sustainability Planning Emphasis Area objectives.

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the **“wye-connection” between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield)**, MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 CHSRA Business Plan funded the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High-Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High-Speed Rail in Madera.

The 2020 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. Staff will continue to work with its partners in this planning effort throughout the 2021-2022 fiscal year.

The "Intercity Passenger Rail Act of 2012" (AB 1779), was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

The San Joaquin Valley Rail Committee (SVRC) acts as a technical advisory group to the SJPA Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJPA Board altered the nature of the SVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. MCTC staff assisted the SJPA in finding new Madera County representatives for the SVRC and is committed to assisting these volunteers in the new role in any way possible.

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

On April 26, 2018, California State Transportation Agency announced that the SJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquin and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation. MCTC staff will monitor and participate in activities related to the project as needed throughout 2020-2021.

In 2020 the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction relocation and opening of the station is expected to occur within the next four years. MCTC staff will continue to work with partners to plan for the operations of the Amtrak station at the new location.

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and complete buildout of the new station is estimated to be completed in 2026. SJPA anticipate additional funding needs to complete the HST platform and intend to pursue state and federal programs. The HST is

expected to begin service in the San Joaquin Valley by 2030.

On April 4, 2022, Caltrans, Division of Transportation Planning announced Madera County was awarded a Sustainable Transportation Planning Grant. Madera County was awarded \$450,000 for the Madera Station Relocation Transit Area Specific Plan Project.

Madera County will lead the project in partnership with the City of Madera, Madera County Transportation Commission, San Joaquin Joint Powers Authority (SJJPA), California High-Speed Rail Authority (CHSRA), and Caltrans. This effort will guide the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development, and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Member of the Madera County High Speed Rail Technical Working Group.
3. Incorporated livability/sustainability PEA principles in RTP development.

Product

1. Updated information on rail planning for inclusion in the updates of the RTP.
2. Staff reports on rail issues.
3. Minutes from the Central Valley Rail Working Group and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Description and Responsible Party	% of Work
202.1	<p>Review Planning issues related to rail</p> <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	15%
202.2	<p>Provide staff analysis of available funding resources for rail planning projects</p> <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	15%

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202.3	Participate in meetings/workshops related to rail <ul style="list-style-type: none"> Participate in reoccurring meetings and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee <ul style="list-style-type: none"> Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed. Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project <ul style="list-style-type: none"> Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan. Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
Total		100%

FTE: .10

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	34,576	Direct Wages/Benefits plus Indirect:	34,576
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	34,576		
Total:	34,576	Total:	34,576

Active Transportation Planning

301 Active Transportation Planning

Work Element 301 Active Transportation Planning

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities.

Discussion

MCTC monitors local, State and Federal requirements impacting local plans for non-motorized modes. Information developed is documented in staff reports and included in the Regional Transportation Plan for action.

The Madera County Bicycle and Pedestrian Facilities Plan was updated in 2004 and recommendations from the Plan were incorporated into the 2014 RTP. Continuing staff support to local agencies in the implementation of the Bicycle and Pedestrian Facilities Plan was provided.

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide was also adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

MCTC partnered with the City of Madera and the Technology Transfer Program at University of California, Berkeley's Institute of Transportation Studies in 2015 to conduct a Pedestrian Safety Assessment at various locations within the City of Madera.

Caltrans District 6 is currently working with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT). Each District will be required to develop a CAT plan. District 6 is in the preliminary stages of developing communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement will be conducted throughout the development of the plan using map-based survey tools. There will be a specific focus on engagement with disadvantaged communities. Planning will develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents.

Caltrans District 6 is updating the Bicycle Guide for Complete Streets Elements 2015. The Bicycle Plan and Complete Streets Facilities for Caltrans District 6 (2019) has been completed. Additionally, "Towards an Active California State Bicycle & Pedestrian Plan" was completed in 2017.

Previous Work

1. Updated information on bicycle and pedestrian facilities for inclusion in the 2014, and 2018 RTPs.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.

Product

1. Update information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.
2. Prepare staff reports on non-motorized issues.
3. Continue collaboration with Federal, State and Local agencies regarding bicycle and pedestrian facilities.
4. Work with Local agencies to encourage the inclusion of bicycle and pedestrian facilities in their planning processes.
5. Work with Local agencies to encourage the inclusion of complete streets policies in their planning processes.
6. Support and encourage Local agencies to seek funding for bicycle and pedestrian facility projects.

Tasks

Task	Description and Responsible Party	% of Work
301.1	Review Planning issues related to bicycle and pedestrian facilities <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2022 to June 2023)	25%
301.2	Provide staff analysis of available funding resources for non-motorized planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems 	20%

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	Responsible Party: MCTC Staff (July 2022 to June 2023)	
301.3	Participate in meetings/workshops related to bicycle and pedestrian facilities <ul style="list-style-type: none"> Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments <ul style="list-style-type: none"> Collect any important data and information related to maintaining or updating the Active Transportation Plan Update the ATP webpage as needed Responsible Party: MCTC Staff (July 2022 to June 2023)	35%
	Total	100%

FTE: .52

301 Active Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	160,282
MCTA			
FHWA-PL	141,898		
FTA-Section 5303			
STIP – PPM	18,384		
Other			
Subtotal	160,282		
Total:	160,282	Total:	160,282

Highways, Corridors, and Routes of Regional Significance

401 Highways, Corridors, and Routes of Regional Significance

Work Element 401 Highways, Corridors, and Routes of Regional Significance

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements.

Discussion

The San Joaquin Valley Regional Planning Agencies Directors Committee commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and to compete for goods movement funding, the valley needed a Goods Movement Action Plan that was similar in nature to the Route 99 Business Plan. The Goods Movement Action Plan identifies the priorities and the necessity of goods movement projects in the valley. In Madera County, there is particular interest in the State Route 99, State Route 152, and State Route 41 Corridors for economic development and goods movement primarily from farm to market.

State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 Billion plus in projects remaining to be funded. The next objective is to develop a Financial Plan for the remaining projects that need to be funded.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time but will re-evaluate in the future.

San Joaquin Valley Interregional Goods Movement Plan

The San Joaquin Valley Interregional Goods Movement Plan was completed in August of 2013. It identifies future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy.

The planning effort involved numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry, and others. The product of this joint study is a San Joaquin Valley Policy Council planning document. Results of the Plan were included in the 2014 RTP.

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVMSIP) built upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

This study was funded through a 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program for continued evaluation and refinement of the San Joaquin Valley goods movement system.

San Joaquin Valley I-5 Goods Movement Plan

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley's economy. This study was completed in June 2016.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged on this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. A demonstration project for truck platooning was planned for spring of 2017 but got cancelled by the truck platooning vendor.

Study of Short-Haul Rail Intermodal Facilities in the San Joaquin Valley

A major outcome of the San Joaquin Valley Regional Goods Movement Action Plan 2007 was the proposal of a rail corridor system extending from the Port of Oakland, to the Tehachapi Pass, and connecting to points east of south of the San Joaquin Valley.

The rail corridor system will allow goods currently being trucked through the Valley to be “diverted” to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all these factors. Cambridge Systematics has been retained to conduct an analysis of

Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

MCTC joined with Fresno COG, Madera County, Fresno County, and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study provided a comprehensive understanding of transportation movements and subsequent effects between Fresno and Madera Counties. The joint study consisted of two parts. Part one was an analysis of origin and destination traffic movements between the two counties. Part two provided an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts, **while improving the regional planning agencies' abilities to implement their Sustainable Communities Strategies.** Phase One of the study was completed in the fall of 2016. Phase Two was completed in the summer of 2017.

MCTC also maintains an active streets and highways planning process which is used to identify and document the need for new facilities and expansion of existing facilities to accommodate projected regional growth. Future needs are evaluated relative to projections of available financial resources and fundable projects are advanced to the Regional Transportation Plan and the Regional Transportation Improvement Program.

Included in this work element is staff participation in corridor studies, project level traffic studies, review of agency general plan updates, and review of local agency circulation elements for adequacy to meet projected needs. Streets and highways is a major focus of the **Regional Transportation Plan (RTP). Passage of Measure "T" provides a needed** infusion of funding into the local program. Generally, staff efforts will be directed towards the identification of safety and congestion problems to establish priorities for future project funding. Additionally, opportunities for implementation of Intelligent Transportation Systems to problems will be explored.

Funding of transportation infrastructure is a critical need. Staff will work to develop tools necessary to identify costs of improvements needed to accommodate projected regional growth and to assign benefits by geographic area. Staff will also continue efforts to identify and maximize external funding sources to support transportation improvements within Madera County.

State Route 99 Multimodal Corridor Plan

The purpose of the SR 99 Multimodal Corridor Plan is to identify the boundaries of the corridor and present a District-wide unified vision for the corridor. The Multimodal Corridor Plan will identify projects and strategies with associated performance measures that position the Caltrans Districts and partner agencies to compete for funding through different programs. MCTC staff will continue to participate with District 6 and San Joaquin Valley MPO partners to assist in the development of the State Route 99 Multimodal Corridor Plan.

California Inland Port Feasibility Analysis – Phase III

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

The outcome of the study was a California Inland Port Feasibility Analysis Preliminary Business Model report, completed on April 8, 2020. The report documented the viability of an intermodal rail service to/from the Ports of Long Beach and Los Angeles northward through the Central Valley, and terminating in Sacramento, for replacing the current all truck transport system.

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.
6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.

2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
4. Participate with the development of the SR 99 Multimodal Corridor Plan.

Tasks

Task	Description and Responsible Party	% of Work
401.1	Review local agency circulation elements including goals, policies, and objectives <ul style="list-style-type: none"> • Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies <ul style="list-style-type: none"> • Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
401.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed <ul style="list-style-type: none"> • Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
401.4	Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Analysis <ul style="list-style-type: none"> • Participate in analysis Advisory Council • Provide feedback and comments on the development of the analysis Responsible Party: MCTC Staff (July 2022 to June 2023)	50%
401.5	Participate and provide technical support for the SR 99 Multimodal Corridor Plan <ul style="list-style-type: none"> • Participate in plan oversight committee • Provide feedback and comments on the development of the plan Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
	Total	100%

FTE: .22

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401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,012	Direct Wages/Benefits plus Indirect:	69,853
MCTA			
FHWA-PL	61,841		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	69,853		
Total:	69,853	Total:	69,853

Programming and Financial Management

501 Transportation Program Development

502 Project Coordination and Financial Programming

Work Element 501 Transportation Program Development

Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work began on the 2023 FTIP in Fall 2021 and will be completed in Summer 2022.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The "local share" is apportioned to the county based upon the old "county minimums" formula. The "local share" is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five-year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2021 FTIP and will be incorporated in the 2023 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes "Program Delivery Advisory"

teams representing State, Regional and Local Transportation Officials. The team's main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up delivery of projects.

The legislation also provides that funds apportioned for Federal transportation programs shall remain available for three Federal fiscal years. The funds are subject to a "use it or lose it" legal requirements. MCTC in conjunction with its member agencies will be responsible for establishing project delivery and obligation authority milestones through preparation of AB 1012 Obligation Plans. These Plans will be prepared utilizing the recommended Caltrans format and will indicate monthly the amounts of Federal funds anticipated to be obligated.

The State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations has developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that enables secure electronic information sharing between Caltrans and MPOs. The CTIPS project, funded by Caltrans, was initiated several years ago by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that State and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced State and regional decision-making capabilities.

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

The Policy Board has granted the Executive Director the authority to approve Type 1-3 FTIP Amendments.

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2021.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2021 FTIP and Air Quality Conformity Analysis adopted in February 2021.

Product

1. 2023 FTIP.
2. Amendments to the 2021 FTIP and Air Quality Conformity Analysis.
3. Amendments to the 2023 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ Call for Projects in 2022 or 2023, if necessary.

Tasks

Task	Description and Responsible Party	% of Work
501.1	Review California Transportation Commission Fund Estimates and policies <ul style="list-style-type: none"> Review State funding estimates and policy guidelines and updates. Responsible Party: MCTC Staff (July 2022 to June 2023 through fall 2023)	2%
501.2	Review Caltrans IIP and solicit local agency input <ul style="list-style-type: none"> Review State transportation planning and coordinate with local agencies. Responsible Party: MCTC Staff (July 2022 to June 2023 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	3%
501.3	Complete preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP, as needed <ul style="list-style-type: none"> Complete preparation of 2023 FTIP and Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP. Continue to amend the 2021 FTIP on an as needed basis. Responsible Party: MCTC Staff (July 2022 to June 2023 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	60%
501.4	Coordination of FTIP and RTP <ul style="list-style-type: none"> Ongoing coordination of the 2021 FTIP and 2018 RTP and the 2023 FTIP and 2022 RTP. Responsible Party: MCTC Staff (July 2022 to June 2023 - as needed/required through entire Fiscal Year)	10%
501.5	Prepare, submit, and upload various CMAQ Reports <ul style="list-style-type: none"> Prepare annual reports for the CMAQ Program and input to Federal database. Responsible Party: MCTC Staff (4 Quarter 2022)	7%
501.6	Prepare and submit AB 1012 Report <ul style="list-style-type: none"> Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies. Responsible Party: MCTC Staff (1 Quarter 2023)	5%
501.7	Participate in Statewide CFPG and Program CTIPS <ul style="list-style-type: none"> Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database. 	4%

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	Responsible Party: MCTC Staff (July 2022 to June 2023 through entire fiscal year)	
501.8	Prepare Annual Listing of Federal Projects <ul style="list-style-type: none"> Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year. Responsible Party: MCTC Staff (4 Quarter 2022)	3%
501.9	CMAQ Call for Projects <ul style="list-style-type: none"> Conduct a CMAQ Call for Projects (if necessary) for the 2023 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend into FTIP. Responsible Party: MCTC Staff (August 2022 to June 2023)	6%
Total		100%

FTE: .52

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	20,313	Direct Wages/Benefits plus Indirect:	177,098
MCTA			
FHWA-PL	156,785		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	177,098		
Total:	177,098	Total:	177,098

Work Element 502 Project Coordination and Financial Programming

Objective

To prioritize regional transportation projects by monitoring State and Federal funding requirements, including existing and proposed regulations and through coordination with local agencies to establish priorities according to accepted performance measures.

Discussion

Senate Bill 45 provides opportunities for regions to utilize State funding (STIP) for improvements to State highways and local streets and roads. Regional Transportation Planning Agencies and local agencies have expanded responsibilities for project development, programming, and delivery and are expected to satisfactorily complete all procedural requirements pursuant to State and Federal regulations. This work element provides staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project work activities are responsive to these requirements, are timely, and are processed correctly. Local agencies are responsible for normal engineering and environmental work activities related to project delivery but are expected to coordinate closely with MCTC staff to ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan.

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as the IJJA, FAST Act, and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than have each MCTC member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with emphasis on those activities related to responding to State/Federal agency requirements.

Previous Work

1. Planning, Programming, and Monitoring of STIP projects.

Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.

Tasks

Task	Description and Responsible Party	% of Work
502.1	Federal/State Project Programming and Delivery Requirements <ul style="list-style-type: none"> Review and maintain Federal/State programming and delivery requirements. Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements <ul style="list-style-type: none"> Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
502.3	Prioritize Projects in FTIP and RTP <ul style="list-style-type: none"> Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. Responsible Party: MCTC Staff (July 2022 to June 2023)	45%
502.4	Evaluate State Funding Programs for Applicability and Implementation <ul style="list-style-type: none"> Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE: .12

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	33,924
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	33,924		
Other			
Subtotal	33,924		
Total:	33,924	Total:	33,924

Data Services, Forecasting, and Modeling

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

Work Element 601 Travel Demand Model Management

Objective

To maintain a regional travel demand model for support in transportation and air quality planning activities.

Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001, 2012, 2015, and 2019. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model has been updated to a new base year of 2018.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all the San Joaquin Valley transportation demand models. As a result, the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP). An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The MCTC MIP model with 2010 base year and 2040 analysis year was used for the 2014 RTP/SCS process as the basis for scenario evaluation through performance measures. The Madera CTC MIP Model was approved with the 2014 RTP/SCS in July 2014. An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The current MCTC Model was updated by Elite Transportation Group. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model was be utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

The model is used in support of traffic analyses for plans, programs, and projects carried out by the City of Chowchilla, the City of Madera, Madera County, Tribal Governments, and Caltrans. In addition, the model is used by Madera County as the basis for its traffic impact fee program. This work element provides for network database maintenance (i.e., reflecting newly constructed roads) and enhancements necessary to provide air quality modeling capabilities as well as support for ongoing streets and roads planning.

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring

transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis.

MCTC, through the On-Call Technical Services and Modeling Program, developed an external trip projection table to be utilized for modeling activities related to the development of the 2022 RTP/SCS and 2023 FTIP. The tables were built utilizing data from the California Statewide Travel Demand Model.

This element also includes the costs for maintenance of the modeling software itself in addition to providing for on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise. Staff regularly assists with project specific modeling assistance including select zone and link analysis.

Air quality issues are increasingly driving traffic model application. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs within the valley with the intent of identifying a strategic plan for model development to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented. The software represents a significant improvement in the state of the art and is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046.

Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance

Tasks

Task	Description and Responsible Party	% of Work
601.1	RTP/SCS Model Data <ul style="list-style-type: none"> • Utilize modeling output data from the preferred RTP/SCS scenario to assist in the development of new transportation plans, policies, or programs as needed. Responsible Party: MCTC Staff (July 2022 to October 2023)	40%
601.2	Additional Local Agency and Partner Modeling and Technical Support <ul style="list-style-type: none"> • Assist local agencies with modeling assistance where needed • Provide model data as requested to state and Federal partners Deliverable: Model run output data Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
601.3	Additional Model Runs for Significant Amendments of the RTP and FTIP <ul style="list-style-type: none"> • When needed, Run model for significant amendments of the RTP and FTIP Deliverable: Model input or output data Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
	Total	100%

FTE: .22

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601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,069	On-call Consultant	95,000
MCTA		Traffic Model Support	1,500
FHWA-PL	85,431		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	96,500	Subtotal	96,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,208	Direct Wages/Benefits plus Indirect:	80,275
MCTA			
FHWA-PL	71,067		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	80,275		
Total:	176,775	Total:	176,775

Work Element 602 Air Quality Modeling

Objective

To maintain an ongoing coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining Federal and State air quality standards.

Discussion

Ongoing air quality planning incorporates all activities necessary to ensure compliance with Federal and State air quality standards. The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as an “Extreme” 8-Hour Ozone, PM 2.5 non-attainment area, and a PM 10 attainment/maintenance area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District (Air District), and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions. The San Joaquin Valley Interagency Consultation Group (IAC) serves as the conduit for interagency consultation required for air quality conformity determinations and for coordinating member agency commitments to implement TCMs consistent with the approved attainment demonstration plans.

The Air District holds primary responsibility for development and adoption of attainment plans for the San Joaquin Valley. The eight Valley transportation planning agencies and the Air District have developed a coordinated, cooperative, and consistent planning process through a joint Memorandum of Understanding (MOU). An annual “Work Plan” provides for coordination of work items including (1) submission of Vehicle Miles Traveled (VMT) forecasts for development of emission budgets, (2) updating of attainment demonstration plans, (3) joint evaluation of TCMs, and other opportunities to work jointly on projects or studies that address air quality improvement.

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden assignment of responsibility for the quality of our air. Local government control measures are being implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. MCTC coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.

The San Joaquin Valley MPO Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. MCTC remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e., EMFAC 2017, etc.).

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the status of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions to be utilized in the development of the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff will utilize data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios will be converted into EMFAC14 model inputs. The EMFAC14 model will be run to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements.

Staff will coordinate with CARB regarding the preparation of the SCS Evaluation Report for the 2022 RTP/SCS. This report will document the technical data supporting the successful implementation of an SCS plan for the Madera region able to demonstrate compliance with SB 375 greenhouse gas reduction mandates.

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP

2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375
5. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
6. 2023 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

Product

1. SCS Evaluation Report for the 2022 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

Tasks

Task	Description and Responsible Party	% of Work
602.1	SCS Evaluation Report for CARB staff in support of an effective and implementable SCS able to comply with GHG reduction mandates per SB 375 <ul style="list-style-type: none"> • Prepare SCS data table • Prepare SCS compliance report Deliverable: SCS Evaluation Report Responsible Party: MCTC Staff (July 2022 to March 2023)	65%
602.2	Multi-Agency Coordination for Air Quality Planning Activities <ul style="list-style-type: none"> • Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis • Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations Responsible Party: MCTC Staff, Consultant (July 2022 to March 2023)	5%
602.3	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support <ul style="list-style-type: none"> • Assist local agencies with Hot-spot emissions assessment as needed. • Provide model data as requested to state and Federal partners in support of emissions/air quality planning Deliverable: Model run, model output data Responsible Party: MCTC Staff (July 2022 to June 2023)	15%

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602.4	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP <ul style="list-style-type: none"> Prepare new Conformity Determination Deliverable: Conformity Determination Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
Total		100%

FTE: .27

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	95,002
MCTA			
FHWA-PL	84,105		
FTA-Section 5303			
STIP - PPM	10,897		
Other			
Subtotal	95,002		
Total:	104,002	Total:	104,002

Work Element 603 GIS and Mapping Resources

Objective

To develop and maintain a database of regional planning information for use in support of all transportation planning activities of MCTC. The database includes information on regional demographics, streets and highways inventories including congestion management issues, transit systems and services, rail, aviation, and non-motorized facilities.

Discussion

MCTC has developed several planning databases in support of regional transportation planning activities. These include demographic projections for use in traffic modeling and air quality analysis; an inventory of regionally significant roads (including all State highway facilities); and land use and zoning summaries. This information is maintained in computer files using database managers as well as in MCTC's geographic information system (GIS).

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. Focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2020 Federal census.

All databases will be made available to Caltrans upon request for use in meeting statewide management system requirements as well as statewide traffic modeling needs.

As a component of the Madera County 2010 Traffic Model Update, the MCTC regional planning database was updated and validated. The existing land use database was updated using available data sources and future land use projections were developed using two different methods. The GIS database was also updated, and an integrated spatial projection created for MCTC GIS data was created.

After the adoption of the 2018 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. Additional review and refinement occurred during the most recent MCTC model update in 2019.

After the adoption of the 2018 RTP/SCS and subsequent Environmental Document, MCTC staff began the process of updating various data sets used in the planning process related to baseline condition assumptions and long-range travel forecasting. These new data sets will be utilized for planning documents and technical modeling and reporting tools.

MCTC participates on the Madera County GIS Users Group which was formed by Madera County GIS staff. The intent of the GIS User Group is to increase coordination and communication among GIS users throughout the region and to review and make recommendations on items brought forth pertinent to activities members of the group are engaged in.

MCTC updates the significant roadway network as needed to run new air quality analysis for new or amended RTP and FTIP roadway projects. The most recent RTP amendment incorporated new roadway configurations and project open to traffic dates for the future improvements along the State Route 41 corridor. The significant roadway network is used in the modeling process for travel volumes and air quality analysis. Additional review and refinement occurred during the most recent MCTC model update in 2019.

The eight MPOs in the San Joaquin Valley will collaborate on a data collection project in fiscal year 2021/2022. The San Joaquin Valley Household Travel Survey will collect data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, state, and federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning.

The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. HCD will also be a partner in the survey as they will be sponsoring a supplemental housing survey as an add-on of the travel survey. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.

Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP
2. Developed basic inventory of regionally significant roads with geographic keys
3. Established database structure for roads inventory
4. Provided GIS training for employees
5. Developed basic inventory of regionally significant roads with geographic keys.
6. Established database structure for roads inventory.
7. Provided GIS training for employees.
8. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
9. Developed layer and database of disadvantaged communities for use in funding applications.
10. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in

- funding applications.
11. Developed database of transit routes and stops.
 12. Developed VMT Screening map.
 13. Developed traffic monitoring database.

Product

1. 2022 San Joaquin Valley Household Travel Survey
2. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
3. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 and 2021 FTIPs.
4. Continuous coordination with local agencies, neighboring counties, and Caltrans.
5. Continuous GIS training for MCTC staff.

Tasks

Task	Description and Responsible Party	% of Work
603.1	Madera County GIS User Group Meeting (Monthly) Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
603.2	SJV Household Travel Survey – Project Oversight and Assistance Project deliverables to be provided by Project Managers (Fresno COG Staff): <ul style="list-style-type: none"> • Request for proposals, proposal scoring sheet • Kick-off meeting notes • Draft survey methodology and instrument design report, Draft survey questionnaire • Draft Sampling Design Report • Written report about interviewer training. Survey pilot/pretest procedure and evaluation, final instrument design and procedures • Public outreach plan, outreach materials, such as social media ads, bilingual flyers, website announcements, eblasts, etc. • Memo detailing the procedure for administering the survey, notes from weekly meetings with project manager, preliminary analysis of the quality of data and oversampling recommendation • Memo documenting weighting and data expansion methodology, processed data for each Valley COG • Draft report with survey results for each of the eight counties in the Valley, final report with survey results for each of the eight counties in the Valley, data delivered to the MPOs in electronic format, presentations to COG Directors Committee, Fresno COG's TTC/PAC, and Policy Board Responsible Party: Project Managers, Consultant, MCTC Staff	25%

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	(July 2022 to June 2023)	
603.3	Maintain Layer Data and Database Responsible Party: MCTC Staff (July 2022 to June 2023)	25%
603.4	Maintain Layer and Database for Bridges Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
603.5	Maintain Layer and Database for Bicycle Pedestrian, and Transit Networks Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
603.6	Maintain Administrative Layers for Land Use and Zoning Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
603.7	Maintain Layer and Database for Disadvantaged Communities Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

FTE: .21

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP – PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	68,984
MCTA			
FHWA-PL	61,072		
FTA-Section 5303			
STIP – PPM	7,912		
Other			
Subtotal	68,984		
Total:	77,984	Total:	77,984

Work Element 604 Performance Management and Data Development

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process.

Discussion

The MAP-21 and FAST Acts established new performance management requirements to ensure that MPOs improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Performance Measure 1: The Safety PM Final Rule supports the data-driven performance focus of the HSIP and establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The reporting cycle for the Safety PM is annual and there are no penalties for not meeting targets.

Performance Measure 2: MAP-21 and subsequent Federal rulemaking established Federal regulations that require the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures related for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. The specific performance measures are:

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition

- Percentage of non-Interstate pavements in Good condition
- Percentage of non-Interstate pavements in Poor condition
- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor Condition

MCTC will establish targets for these measures within 180 days of the State establishing targets. MCTC must establish 2 and 4-year targets for these measures and agree to plan or program projects so that they contribute toward accomplishment of the State performance targets or by establishing quantifiable targets for these measures for the MPA.

Performance Measure 3: Seven performance measures related to the performance of the Interstate and non-Interstate National Highway System were also established for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The measures are:

- Performance of the NHS:
 1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure).
 2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
 3. Percent change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level (referred to as the Greenhouse Gas (GHG) measure). This measure was repealed on May 31, 2018.
- Freight Movement on the Interstate System:
 4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).
- CMAQ Program Traffic Congestion:
 5. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure).
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel.
- CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction.

The measure's applicability and reporting requirement depend on each MPA location and size.

The U.S. Department of Transportation encourages state DOTs and MPOs to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable

targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans. MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.

Product

1. Annual Safety targets (PM 1) setting for the region.

Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> • Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews. • Coordinate with local agencies in regard to data and target setting. • Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets • Participation in Technical Advisory Group meetings for Performance Measures. • Participate in training, workshops, meetings, and related activities <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	45%
604.2	<p>Monitoring</p> <ul style="list-style-type: none"> • Monitor PM1 performance targets • Monitor PM2 performance targets and report processes for local agencies for 	45%

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	performance measures. <ul style="list-style-type: none"> • Monitor PM3 performance targets • Monitor State and Federal guidance related to performance measures. Responsible Party: MCTC Staff (July 2022 to June 2023)	
604.3	Target Setting <ul style="list-style-type: none"> • Annually establish PM1 performance targets Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
	Total	100%

FTE: .12

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	35,844
MCTA			
FHWA-PL	31,733		
FTA-Section 5303			
STIP – PPM	4,111		
Other			
Subtotal	35,844		
Total:	35,844	Total:	35,844

Work Element 605 Regional Traffic Monitoring Program

Objective

To maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, tribal governments, and the public, and as a validation tool for the county wide traffic model and VMT monitoring requirements.

Discussion

MCTC utilizes contracts with survey professionals to conduct traffic counts, and MCTC then prepares the Traffic Monitoring Program report. Staff and the consultant developed a standardized quadrennial regional count program with the assistance from the local agencies.

MCTC also maintains the regional traffic monitoring program as a source of data to support traffic modeling activities. The Madera County Traffic Monitoring report is published annually to provide local planners and the public with up-to-date information about travel characteristics on the streets and highways system. Counts taken pursuant to this program are according to an established schedule and are not intended to supplant local agency count programs.

Highway Performance Monitoring System (HPMS)

The HPMS is a nationally recognized highway information system that collects and analyzes data on the extent, condition, performance, use and operating characteristics of the Nation's highways. Annually, local agencies, through their MPO, are requested to provide sample data on arterials and collectors for inclusion in the HPMS. MCTC coordinates the data submission to Caltrans.

Previous Work

1. Published Madera County Traffic Monitoring – 2021 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2022 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.

Tasks

Task	Description and Responsible Party	% of Work
605.1	Traffic Counts <ul style="list-style-type: none"> Conduct traffic counts at various locations Responsible Party: Consultant (April 2023 to May 2023)	70%
605.2	Traffic Monitoring Support <ul style="list-style-type: none"> Provide traffic monitoring support to local agencies, including tribal governments Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
605.3	Data Collection <ul style="list-style-type: none"> Collect data from local agency and Caltrans traffic county programs Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
605.4	HPMS Data Submission <ul style="list-style-type: none"> Coordinate the submission of HPMS data to Caltrans from local agencies as required Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE: .04

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,032	Consultant – Traffic Counts	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	11,052
MCTA			
FHWA-PL	9,784		
FTA-Section 5303			
STIP - PPM	1,268		
Other			
Subtotal	11,052		
Total:	20,052	Total:	20,052

Public Participation Program

701 Public Participation Program

150.1 Public Outreach Coordination

Work Element 701 Public Participation Program

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in development of MCTC's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. MCTC Staff will provide public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities.

Discussion

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – SAFETEA-LU placed emphasis on the need for the transportation planning process to provide an adequate opportunity for participation by interested citizens and consult with the Native American Tribal Governments (North Fork Rancheria and the Picayune Rancheria of the Chukchansi Indians). The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users – SAFETEA-LU required an early, proactive, and continuing public involvement in the transportation planning process and allow 45 days for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and programs.

This work element develops the structure for both a formal participation program and exploring alternative methods for providing public information about MCTC activities. Improved information access should lead to more public involvement and improved decision making. Early public participation from stakeholders and diverse interests are important and considered in identifying regional transportation problems and issues, and in the development of recommended solutions during project planning and development.

Public hearings, workshops, and meetings will be conducted as required. Due to the current coronavirus pandemic, these meetings and workshops are primarily being conducted virtually using the GoToMeeting software and other platforms. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Plan; and other regional planning issues. Input received will be incorporated into the work

products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

MCTC staff developed a countywide list of low-income, minority, environmental justice, disadvantaged communities, Native American, elderly, and disabled organizations to better target traditionally underserved groups (i.e., elderly, disabled, low income and minority, African American, Hispanic, Asian American / Alaskan Native, and Pacific Islander). Additionally, for the Regional Transportation Plan (RTP) update, staff held a specific workshop within the City of Madera to address traditionally underserved communities.

MCTC staff updated the Public Participation Plan (PPP) in 2020 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian, / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014.

Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, mandates that Federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Minority populations are defined in the order as African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

Executive Order 13175 requires agencies to consult and coordinate with local tribal governments. MCTC staff does notify and consult local tribes in Madera County and as needed in the neighboring counties of our planning activities. Tribes in Madera County are invited to participate in MCTC's technical advisory meetings.

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services and implement a

system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2018 RTP consistent with Federal transportation legislation requirements as well as new state requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in January of 2020 to more concisely direct Federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison.

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated March 2021.

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2018 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2018 RTP.
7. 2015, 2018, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2022 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.
5. Title VI Analysis for the 2022 RTP

Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> • Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2022 to June 2023 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> • MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> • Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> • Encourage bicycle and pedestrian safety education programs Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> • Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%

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701.7	<p>Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools</p> <ul style="list-style-type: none"> Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	15%
701.8	<p>Madera Community College Collaborations</p> <ul style="list-style-type: none"> Collaborate with the Madera Community College Center to engage student community outreach and education activities <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	5%
Total		100%

FTE: .20

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,220	Direct Wages/Benefits plus Indirect:	54,227
MCTA			
FHWA-PL	48,007		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,012		
Total:	81,227	Total:	81,227

Work Element 150.1 Public Outreach Coordination

Objective

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.

Discussion

The 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(s) will be to work with MCTC on several key areas of the comprehensive outreach process.

MCTC Public Participation Plan Update

The MCTC Public Participation Plan is a ground-up guide for how MCTC communicates and facilitates outreach in the region. MCTC staff will work with a consultant to develop updates for the plan to be adopted by the MCTC Policy Board.

The plan details MCTC's goals, strategies, and processes for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. MCTC will use this plan as a guideline for developing outreach strategies for various programs that have a public outreach component.

Updating the Public Participation Plan will give MCTC the chance to reflect on best practices and take into consideration the ways communication and information-sharing have changed since the COVID-19 pandemic. The consultant will review and suggest new ideas to make the plan and public outreach process more inclusive, more accessible to a general audience, and more adaptable in anticipation of evolving technologies and communication practices.

Focused Outreach - Madera County 2022 Regional Transportation Plan and Sustainable Communities Strategy

MCTC staff are currently in the early stages of development for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) scheduled for adoption in Summer of 2022. The RTP/SCS is the long-range planning vision for the Madera County region. The RTP/SCS outlines policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS will have a planning horizon

year of 2046. A key requirement of developing the RTP/SCS is engagement with a variety of important participants including the public, community organization, public agencies, the business community, elected officials, and tribal governments.

MCTC staff will be aided by a consultant who will lead and manage the public education, awareness, and participation engagement for the RTP/SCS development. These activities include but are not limited to required statute for outreach in the development of the RTP/SCS (CGC Section 65080 - 65086.5).

A consultant will develop a look and feel or “brand” for all materials produced as part of the RTP/SCS. Developing these templates and materials early in the process will be key for creating a consistent, recognizable brand. The creation of branding will be developed in close coordination with MCTC staff to ensure compliance with universal design principles and accessibility requirements for physical and digital use.

A consultant will build and administrate a RTP/SCS webpage. The page will be developed within the host MCTC website framework or as otherwise identified as suitable by the consultant. The site will be an integral digital landing point for desktop or mobile users to access educational information about the RTP/SCS, find project updates, a schedule of upcoming events and information from past events, as well as a platform for visitors to participate in online surveys or to provide general feedback on the plan.

MCTC staff will work with a consultant to assemble and facilitate meetings for an RTP/SCS Steering Committee. The Steering Committee will be made of a diverse group of stakeholders within the County including local agencies, Caltrans, environmental justice representatives, private citizens, developers, and others. The Steering Committee will be presented information on the RTP/SCS development and be able to provide feedback and make suggestions for the plan’s direction and outreach strategies with the public or other interested and affected stakeholders.

A consultant will be responsible for coordinating an array of outreach activities and events including venues booking, creation of educational materials and presentations, designing interactive workshop feedback activities and surveys, documenting outreach events and tabulating, summarizing or processing results of various feedback activities during these engagements. Specific scenario visioning activity should be designed for these events. Workshops and/or events will be held in each incorporated city in Madera County and strategically in unincorporated communities of Madera County. Accommodations or specifically focused events will be targeted for non-English speaking communities/neighborhoods or other under-represented populations. Additional meetings will be coordinated as needed with focused groups or individuals from local institutions, health services, community-based organizations or with other relevant stakeholders. The schedule of outreach activities for the RTP/SCS should revolve around key project development phases or milestones corroborated by MCTC staff focusing on introduction/education of the long-range planning process, development of the plan and scenarios and finalizing/presenting the plan and its anticipated impacts.

The RTP/SCS is a comprehensive planning document covering all applicable travel

modes in the region as well as addressing the impacts of socio-economic change. As part of the RTP/SCS development, detailed surveying and innovative data collection and feedback mechanisms need to be designed and implemented to receive feedback applicable for the plans development as well as being of use for short-term planning efforts currently being undertaken by MCTC in support of the RTP/SCS. These should be focused on housing, public transit, active transportation, commuter rail, goods movement, alternative fuel travel and other topics as deemed necessary.

The outreach process will need to be flexible and is subject to change as needed to reflect and respond to the input received as MCTC moves through the steps of updating the RTP/SCS. MCTC staff will reduce redundancy when able to do so working in tandem with a consultant with expectations of flexibility and ability to collaborate with the RTP/SCS Environmental Impact Report consultant as well as any other consultants retained for other aspects of the RTP/SCS development when necessary, throughout plan development.

A consultant created an RTP/SCS Outreach Summary Report near the end of the RTP/SCS development process. The outreach summary report is incorporated as an appendix of the RTP/SCS and referenced in the final plan.

Previous Work

1. Retained Consultant.
2. RTP/SCS Outreach Summary Report.
3. RTP/SCS Webpage.
4. Surveys and Interactive feedback tools.

Product

1. Document tribal government to government public participation.
2. Document Outreach activities.

Tasks

Task	Description and Responsible Party	% of Work
150.1.1	Outreach Activities Responsible Party: Consultant, MCTC Staff (July 2022 to June 2023)	90%
150.1.2	Provide Spanish Language Translation Responsible Party: MCTC Staff, Consultant (July 2022 to June 2023 as needed)	5%

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150.1.3	<p>Tribal Government Consultation</p> <ul style="list-style-type: none"> MCTC Staff will Coordinate, Consult, Collaborate with tribal governments <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	5%
	Total	100%

FTE: .01

150.1 Public Outreach Coordination

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,383	Consultant	46,932
MCTA			
FHWA-PL	41,549		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	46,932	Subtotal	46,932
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	83	Direct Wages/Benefits plus Indirect:	722
MCTA			
FHWA-PL	639		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	722		
Total:	47,654	Total:	47,654

Project Administration

801 Transportation Development Act

Work Element 801 Transportation Development Act

Objective

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation.

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2023-24 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans.

MCTC is charged with administering funds from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program. These funds have their own statutory requirements under SB 862 but are also required to meet the statutory requirements of the Transportation Development Act.

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of new transit vehicles or provide operating funds pursuant to the

guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2020 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2023-24 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> • Prepare finding of apportionment for LTF/STA and make allocations Responsible Party: MCTC Staff (May 2023)	5%
801.2	Claims <ul style="list-style-type: none"> • Review and process LTF/STA claims. • Review for conformance with applicable TDA law, the RTP and SRTDP Responsible Party: MCTC Staff (July 2022 to June 2023)	20%

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801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> Prepare LTF/STA financial reports Responsible Party: MCTC Staff (December 2022)	20%
801.4	SSTAC Meetings <ul style="list-style-type: none"> Conduct meetings of the SSTAC Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> Conduct Unmet Transit Needs Hearing Responsible Party: MCTC Staff (April 2023)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> Prepare Unmet Needs Staff Report Responsible Party: MCTC Staff (April to May 2023)	21%
801.7	Financial Records <ul style="list-style-type: none"> Maintain appropriate financial activity records Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> Contract for appropriate fiscal audits Responsible Party: MCTC Staff (August 2022)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> Administer Prop 1B transit program – PTMISEA Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339 Responsible Party: MCTC Staff (July 2022 to June 2023)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> Administer LCTOP program Responsible Party: MCTC Staff (July 2022 to June 2023)	5%

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801.12	SGR Administration <ul style="list-style-type: none"> Administer SGR program Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
Total		100%

FTE: .47

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	28,000	Audits	11,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	14,000
STIP - PPM			
Other			
Subtotal		Subtotal	28,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	83,075	Direct Wages/Benefits plus Indirect:	83,075
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	83,075		
Total:	111,075	Total:	111,075

Other Activities

901 Lobbying

902 Other

Work Element 901 Lobbying

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events. To provide Policy Board members a stipend and travel for attendance of Policy Board meetings.

To provide funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Legislative tracking and reporting.

Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none"> • Annual advocacy trips to Sacramento and Washington D.C. Responsible Party: MCTC Staff (September 2022 to March 2023)	65%
901.2	Legislative tracking <ul style="list-style-type: none"> • Legislative tracking and reporting Responsible Party: MCTC Staff July 2022 to June 2023	5%

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901.3	CALCOG Conference and meetings <ul style="list-style-type: none"> State and Valley wide transportation conferences and events Responsible Party: MCTC Staff April 1, 2023 to April 30, 2023	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2023	20%
Total		100%

FTE: .04

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	75,000
MCTA		Other Costs	16,928
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	91,928		
Subtotal	91,928	Subtotal	91,928
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	8,072
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,072		
Subtotal	8,072		
Total:	100,000	Total:	100,000

Work Element 902 Other

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offers alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the MCTC. Through these activities, MCTC hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups, and community-based organizations. MCTC staff will continue to address tribal concerns through a consultation process.

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measures. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that

can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the state Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.

- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded service.

Intelligent Transportation Systems (ITS)

MCTC participated in the Valleywide Intelligent Transportation Systems (ITS) Implementation Committee for the San Joaquin Valley. The ITS plan for the San Joaquin Valley was completed in November 2001. The San Joaquin ITS SDP provides an analysis of needed functional areas, development of a regional ITS architecture, and a recommendation of projects for deployment. Staff continues to participate on the San Joaquin Valley.

ITS architecture maintenance team is to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs. The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The ALUCP was adopted in 2015.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.

Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to

- Freeway Service Patrol program.
3. Updates to the ITS Architecture Maintenance Plan, if needed.
 4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
 5. Staff reports on aviation issues.

Tasks

Task	Description and Responsible Party	% of Work
902.1	Rideshare Program <ul style="list-style-type: none"> • Represent rideshare program as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
902.2	Rideshare Promotional Materials <ul style="list-style-type: none"> • Provide rideshare promotional materials as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.3	Develop Promotional Materials <ul style="list-style-type: none"> • Develop/print promotional materials. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.4	Maintain and update TDM activities on MCTC website Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.5	Community Outreach <ul style="list-style-type: none"> • Conduct community outreach activities as needed. Responsible Party: MCTC Staff (July 2020 to June 2023)	10%
902.6	Participate in CalVans joint powers agency Responsible Party: MCTC Staff (As Required)	15%
902.7	Coordination of Trip Reduction Programs <ul style="list-style-type: none"> • Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%

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902.8	Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol). Responsible Party: MCTC Staff (July 2022 to December 2022)	15%
902.9	Review Planning issues related to aviation systems planning <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.10	Provide staff analysis of available funding resources for aviation planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements <ul style="list-style-type: none"> • Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

FTE:.15

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902 Other

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	14,072	Board Costs and Other Expenses	14,072
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING			
Other			
Subtotal	14,072	Subtotal	14,072
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	48,942	Direct Wages/Benefits plus Indirect:	48,942
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	48,942		
Total:	63,014	Total:	63,014

Overall Work Program

1001 Overall Work Program

Work Element 1001 Overall Work Program

Objective

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line-item budget.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2023-24 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none"> • Initiate OWP development process • Review IPG and State OWP Guidelines Responsible Party: MCTC Staff (November 2022 to February 2023)	35%
1001.2	Project Identification <ul style="list-style-type: none"> • Identify local project needs through public input Responsible Party: MCTC Staff (October 2022 to February 2023)	15%
1001.3	Circulation <ul style="list-style-type: none"> • Develop and circulate Draft OWP and Budget for public and agency review Responsible Party: MCTC Staff (February 2023 to March 2023)	15%

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1001.4	Adoption <ul style="list-style-type: none"> Complete OWP Adopt OWP with compliance certifications and process agreement Responsible Party: MCTC Staff (April 2023)	5%
1001.5	Reporting <ul style="list-style-type: none"> Complete Quarterly Reports Responsible Party: MCTC Staff (Quarterly July 2022 to June 2023)	30%
	Total	100%

FTE: .18

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	42,014	Direct Wages/Benefits plus Indirect:	42,014
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal			
Total:	42,014	Total:	42,014

Measure "T" Administration

1101 MCTA Administration

Work Element 1101 MCTA Administration

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2021 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$11,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

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5. Annual Work Program.
6. Administration of Citizens' Oversight Committee.
7. Planning, Programming and Monitoring of Measure "T" projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2023)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2022, June 2023)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.7	Conduct Fiscal Audit Responsible Party: MCTC Staff (October to December 2022)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.9	Attend conferences including Focus on the Future (November 2022)	5%
	Total	100%

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FTE: .28

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	25,000
MCTA	242,841	Conf/Travel/Other Costs	23,000
FHWA-PL		Consultant	194,841
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	242,841	Subtotal	242,841
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	53,606
MCTA	53,606		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,606		
Total:	296,447	Total:	296,447

FY 2022-23 Overall Work Program

		Funds Available by Revenue Source														
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 21-22	Total
Carryover Prior Years				185,480		6,208	0	233,925	97,712	0	42,188	61,841	184,809	0	8,742	820,905
Current Year Allocation				301,098	100,000	290,239	78,000	0	167,541	800,213	0	0	0	55,448	0	1,792,539
Carryover to Future Year				(138,208)												(138,208)
Total Available Funds	1,346,310	1,128,926	2,475,236	348,370	100,000	296,447	78,000	233,925	265,253	800,213	42,188	61,841	184,809	55,448	8,742	2,475,236

9/22/2022 16:46		Expenditures by Agency				Expenditures by Revenue Source												
Work Element Description	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 21-22	Total
101 Regional Transportation Plan	186,972	50,392	237,364	20,544	6,682			0				158,567			51,571			237,364
102 Regional Housing Planning Program	12,250	221,675	233,925	0	0			0		233,925		0						233,925
103 ZEV Readiness & Implementation Plan FY 21-22	5,819	87,206	93,025	10,670				0			82,355	0						93,025
104 Oakhurst Multimodal Corridor Study FY 22-23	9,300	179,948	189,248	21,707				0			167,541	0						189,248
905.2 Project Prioritization Study 20-21	1,915	15,432	17,347	1,990				0			15,357	0						17,347
201 Transit Planning	72,506		72,506	7,183	1,133			0				0				55,448	8,742	72,506
202 Rail Planning	34,576		34,576	34,576				0				0						34,576
301 Active Transportation Planning	160,282		160,282	0			18,384	0				141,898						160,282
401 Routes, Corridors, and Routes of Regional Significance	69,853		69,853	0	8,012			0				0		61,841				69,853
501 Transportation Development Program	177,098		177,098	20,313				0				156,785						177,098
502 Project Coordination & Financial Programming	33,924		33,924	0			33,924	0				0						33,924
601 Travel Demand Model Management	80,275	96,500	176,775	9,208	11,069			0				71,067			85,431			176,775
602 Air Quality Modeling	95,002	9,000	104,002	0			10,897	1,032				84,105			7,968			104,002
603 GIS and Mapping Resources	68,984	9,000	77,984	0			7,912	1,032				61,072			7,968			77,984
604 Performance Management and Data Development	35,844		35,844	4,111	0			0				31,733						35,844
605 Regional Traffic Monitoring Program	11,052	9,000	20,052	1,268	1,032			0	0			9,784		7,968				20,052
701 Public Participation Program	54,227	27,000	81,227	6,220	3,097			0				48,007			23,903			81,227
150.1 Public Outreach Coordination	722	46,932	47,654	0	5,466			0				0	42,188					47,654
801 Transportation Funds Administration	83,075	28,000	111,075	111,075				0				0						111,075
901 Lobbying	8,072	91,928	100,000	0		100,000		0				0						100,000
902 Other Activities	48,942	14,072	63,014	63,014				0				0						63,014
1001 Overall Work Program	42,014		42,014	0			4,819					37,195						42,014
1101 MCTA Administration	53,606	242,841	296,447	0			296,447	0				0						296,447
Total Expenditures	1,346,310	1,128,926	2,475,236	311,879	36,491	100,000	296,447	75,936	2,064	233,925	265,253	800,213	42,188	61,841	184,809	55,448	8,742	2,475,236
				348,370				78,000					1,089,051		64,190			

Madera County Transportation Commission
2022-23 Amended Budget
 22-Sep-22

Revenues	22-23 Budget	Amend #1	Amend #2	Amended Budget
FHWA PL	\$785,093	\$15,120		\$800,213
FHWA PL Carryover	\$154,689	\$79,160	\$54,989	\$288,838
FTA 5303	\$61,051	(\$5,603)		\$55,448
FTA 5303 Carryover	\$13,844	(\$4,262)	(\$840)	\$8,742
HR 133 PPM	\$0			\$0
STIP Carryover	\$0			\$0
STIP Planning	\$78,000			\$78,000
SB-1 Sustainable Communities 22-23	\$164,209	\$3,332		\$167,541
SB-1 Sustainable Communities 21-22	\$69,514	\$12,922	(\$81)	\$82,355
SB-1 Sustainable Communities 20-21	\$0	\$15,456	(\$99)	\$15,357
REAP Housing	\$228,653	\$7,323	(\$2,051)	\$233,925
TDA Carryover	\$48,087	(\$1,029)	\$214	\$47,272
TDA Administration	\$120,000			\$120,000
TDA Planning	\$181,098			\$181,098
Member Assessment Fees	\$100,000	\$1,645	(\$1,645)	\$100,000
MCTA Carryover	\$14,382	(\$9,786)	\$1,612	\$6,208
MCTA	\$158,193	\$135,570	(\$3,524)	\$290,239
Other	\$0			\$0
Total Revenues	\$2,176,813	\$249,848	\$48,575	\$2,475,236
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses				
	22-23 Budget			Amended Budget
Salaries & Benefits				
Salaries	\$777,578	\$4,810		\$782,388
ICMA 401(a)	\$115,285	\$722		\$116,007
FICA, Employer	\$45,958	\$440		\$46,398
Medicare	\$11,274	\$69		\$11,343
Worker's Compensation	\$5,286	(\$1,374)	(\$157)	\$3,755
Health	\$146,528	\$3,800	\$971	\$151,299
Unemployment Insurance	\$1,120			\$1,120
Subtotal Salaries & Benefits	\$1,103,029	\$8,467	\$814	\$1,112,310
	Direct	\$573,871		\$576,470
	Indirect	\$529,158		\$535,840
Indirect Costs				
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$7,000	\$1,000		\$8,000
Conference/Training/Education	\$8,000			\$8,000
Equipment Leases	\$9,000			\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000			\$4,000
Insurance	\$1,000			\$1,000
Janitorial Services	\$2,000			\$2,000
Legal Services	\$20,000			\$20,000
MCTC Audit	\$23,000			\$23,000
Membership Fees	\$2,000			\$2,000
Miscellaneous	\$6,000			\$6,000
Office Furniture	\$2,000			\$2,000
Office Supplies	\$6,000			\$6,000
Postage	\$1,000			\$1,000
Rent	\$71,000	(\$1,000)		\$70,000
Technology Related Equipment & Repairs	\$31,000			\$31,000
Telephone/Internet/Website	\$14,000	\$1,000		\$15,000
Travel Expenses	\$4,000			\$4,000
Utilities	\$9,000			\$9,000
Valley Coordination	\$6,800			\$6,800
Subtotal Indirect Costs	\$233,000	\$1,000	\$0	\$234,000
Other Direct Costs				
Air Quality (Consultant)	\$8,000	\$1,000		\$9,000
Board Costs and Other Costs	\$31,000			\$31,000
Consultant (SR 41 Corridor Study)	\$0			\$0
Consultant (SB-1 Planning Grant)	\$251,284	\$31,396	(\$94)	\$282,586
Consultant (Household Travel Survey)	\$0			\$0
Consultant (Public Outreach Coordination)	\$0	\$46,932		\$46,932
Consultant (Regional Housing Program)	\$200,000	\$23,720	(\$2,045)	\$221,675
Consultant (Socioeconomic Study)	\$0			\$0
Consultant (Measure Renewal)	\$75,000	\$119,841		\$194,841
Consultant (Lobbying&Intergovernmental)	\$72,000	\$3,000		\$75,000
MCTA Conference(s)/Travel	\$2,500	\$2,500		\$5,000
MCTA Fin Asst/Audits/Annual Report	\$25,000			\$25,000
MCTA Project Development	\$10,000			\$10,000
MCTC TDA Audits	\$11,000			\$11,000
MCTC TDA Other Admin Costs	\$15,000	(\$5,000)		\$10,000
Model Update	\$0			\$0
Other MCTA Costs	\$4,000	\$4,000		\$8,000
Planning Grant Match	\$0			\$0
Public Participation Program	\$30,000			\$30,000
RTP EIR	\$20,000	\$10,392		\$30,392
RTP/SCS Development	\$20,000			\$20,000
Technical/Modeling On-Call Services	\$50,000		\$45,000	\$95,000
Traffic Model & GIS Support	\$4,500	\$1,500	\$4,500	\$10,500
Traffic Monitoring Program	\$7,500	\$1,100	\$400	\$9,000
Translation Services	\$4,000			\$4,000
Triennial Performance Audits	\$0			\$0
Subtotal Other Direct Costs	\$840,784	\$240,381	\$47,761	\$1,128,926
Total Expenses	\$2,176,813	\$249,848	\$48,575	\$2,475,236
	\$0	\$0	\$0	\$0



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2022-23 Annual Work Program

Enclosure: No

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 AWP is usually completed and presented for approval in September. The local jurisdictions have requested additional time to complete their Annual Expenditure Plans due to needing more time to close out their prior year Measure T funds. The AWP will be presented to the Board in October for approval.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget



STAFF REPORT
Board Meeting of September 28, 2022

AGENDA ITEM: 9-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 12

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 12

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 12, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

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

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION AUTHORITY FOR THE
PERIOD OF OCTOBER 1 THROUGH OCTOBER
31, 2022, PURSUANT TO BROWN ACT
PROVISIONS**

Resolution No.: **21-1**
Amendment No. 12

WHEREAS, the Madera County Transportation Authority (Authority) is committed to preserving and nurturing public access and participation in meetings of the Policy Board and its committees; and

WHEREAS, all meetings of the Authority are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Authority conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the Madera County’s boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, such conditions now exist in Madera County, specifically, a state of emergency has been declared due to the COVID-19 pandemic; and

WHEREAS, State and local officials continue to recommend social distancing measures to help combat the spread; and

WHEREAS, the Policy Board does hereby find that the COVID-19 state of emergency has caused, and will continue to cause, conditions of peril to the safety of persons within Madera County that are likely to be beyond the control of services, personnel, equipment, and facilities of the Authority; and

WHEREAS, as a consequence of the emergency, the Policy Board does hereby find that the Policy Board of Madera County Transportation Authority and all of its committees shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such the Authority shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, measures have been taken to ensure access for the public including the ability to participate virtually and provide comment.

NOW, THEREFORE, THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Policy Board hereby considers the conditions of the state of emergency in Madera County and proclaims that a local emergency persists.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Policy Board ratifies that the Governor of the State of California issued a Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020, which remains in effect.

Section 4. Imminent Public Health and Safety Risk. The Policy Board finds that as a result of the emergency, meeting in person could present imminent risks to the health or safety of attendees.

Section 5. Remote Teleconference Meetings. The Executive Director and the Policy Board of Madera County Transportation Authority are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 30, 2021, or such time the Policy Board adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Policy Board of Madera County Transportation Authority may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

The foregoing resolution was adopted this 28th day of September, 2022 by the following vote:

Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Cecelia Gallegos	_____
Commissioner Jose Rodriguez	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission